

MT. HOOD LOOP TO BE SCENIC MARVEL

Highway About Famous Snow-Capped Peak Will Know No Rival Among Wonder Routes of World Will Have Great Commercial Value.



Nearing the Mountain.



Bridges are of concrete.



Between Government Camp and Yaakum Falls

By John W. Kelly.
WHEN completed, the Mount Hood loop will consist of 172 miles of highway and will be one of the grandest scenic routes in the world. The road can now be used with the exception of 26 miles around the side of the mountain itself. In 1921 several miles of the last link will be put under contract, or possibly the entire section. Within four years, or less, the loop should be finished.

In the loop road, a considerable distance will be covered by the Columbia river highway, from Portland to Hood River. The mileage of the various sections follows:

Portland to Multnomah county line, over Columbia highway, 43 miles.

Multnomah county line, over Columbia river highway to Hood River, 23 miles.

Hood River to the national forest boundary, 25 miles.

National forest boundary to Government Camp, 26 miles.

Government Camp to National forest boundary, ten miles.

National forest boundary to Multnomah county line, 25 miles.

Multnomah county line to Portland, 43 miles.

Of the foregoing sections, the distance from Portland to Hood River, 66 miles, is completed with a hard-surface pavement. It is possible to travel by automobile from Hood River to within a few miles of the national forest boundary. From Gov-

ernment Camp to the Multnomah county line, there is now an automobile road, the distance being 35 miles, and from the Multnomah county line to Portland, the 26 miles have a hard-surface pavement.

In 1921 the state highway commission will grade a new road from the Multnomah county line to Zig Zag, which is within the forest reserve, and the government will probably place a rock surface from Zig Zag to Government Camp. State and federal government completed grading from Zig Zag to Government Camp in 1920.

Will Pave to Zig Zag.

When the new location between Multnomah county line, via Sandy and Brightwood and Zig Zag is

graded, the commission is expected, when the grade has settled, to pave it. From Portland to Government Camp, 55 miles, will take tourists from the city to the snowline in two hours.

Some of the most expensive work and most difficult engineering will come within the forest boundary between the end of the present road at Government Camp and the Hood River end of the forest reserve. Government people are anxious to expedite work on the Hood River end and get contracts under way for about six miles on that end and gradually have the scenic road eat its way around the mountain through the reserve to the Government Camp section.

When this road around the mountain has been carved out there will be much more to do. Spur roads will in time be run out to Elk Meadows and other points, where unsurpassed scenery awaits the tourist. The mountain is susceptible to extensive road development to make available panoramic views.

Although Mount Hood is in excess of 11,000 feet elevation the loop around the side will not have half that altitude for the road will be constructed low enough to be free from snow from late spring to early fall. The engineers are selecting locations which will be exposed to the sun, wherever possible, in order that the highway will be cleared of snow as early as possible.

Once completed the loop will shorten the distance between the metropolis and eastern Oregon by many miles. It is part of the general plan to eventually build a road branching from the loop to the Wapinitia Plains, which, in turn, will shorten the distance between central Oregon points and Portland by approximately 100 miles. The Mount Hood loop will be both a scenic and a commercial highway. In summer months, when the tourist traffic is at its height, travelers can leave Portland in the morning and cover the entire loop of 172 miles, returning to Portland by evening. For 120 miles machines can purr along at 25 miles an hour or more.

Road, Projected in 1915.

It was in 1915 that the idea of a road around Mount Hood began to attract attention and in June of that year a party of road enthusiasts inspected the proposed route. A month later a survey was started by the bureau of public roads, under the supervision of the forest service. Colonel H. S. Graves, head of the forest bureau, visioned the Mount Hood loop possibilities and called the attention of congress to the necessity of federal co-operation in building state roads. In 1916 there was made available \$1,000,000 a year for ten years for construction of national forest roads. Of this sum about \$130,000 was set aside as an annual appropriation for construction of roads in Oregon. In August, 1916, the Oregon state highway commission made application for aid under the federal aid act. In 1917 the Oregon legislature passed a law creating the present form of highway commission and in April, 1917, this new commission made formal application under the regulation of the secretary of agriculture for the building of the loop road. The war interfered with road work and the formal application was not finally approved until April, 1919. In July, 1920, a new agreement providing for increased amount, due to higher costs was made.

From Government Camp to the Multnomah county line, the road runs through Clackamas county, which has not been in position to contribute heavily, but has arranged to give several thousand dollars for what will virtually be a market road for the county in that section. Because of the importance to Portland Multnomah county has appropriated \$82,000 to aid in the building of the section in Clackamas county and has agreed to pave from the Multnomah county line to connect with the hard-surface road at Gresham.

There is a 50-50 agreement between the federal government and the state highway commission and under this arrangement the Zig Zag-Government Camp work has been performed. Most, if not all, of the grading on the new location between the Multnomah county line and Zig Zag should be finished during 1921.

The attractions and advantages of the Mount Hood loop from a tourist standpoint can be readily grasped. There will not be another highway like it in America, or in the world. Although skirting a mountain of perpetual snow, there will be no grade steeper than 5 per cent and the entire loop can be traveled on high gear.

physical abilities of Oregon's citizens to the development of what yet lies within her borders she will in the future, as she has in the past, retain a position in the first rank in progress and growth.

STATISTICS SHOW OREGON'S PROGRESS

Population Now More Than 782,000—Automobiles Have Increased From 218 in 1905 to 103,418—Taxable Property Valuation \$1,040,839,049.

By Sam A. Keizer, Secretary of State.
OREGON is progressing. This is especially noticeable when we compare the values of taxable property in Oregon at the time of admission to statehood, 1859, with the values of the current year, 1920. We cannot help but be amazed at the rapid strides she has made in a period of 70 years. Again, when we contrast the amounts required to meet the general governmental expenses during the early years of statehood, 1863-1864, with such items of expenses for the biennial period 1919-1920, the more have we cause for wonderment.

Taking something more recent, something which has been developed extensively during the past few years—the automobile—of which in the year 1905 there were but 218 in the state, and compare it with the number of motor vehicles in use in the year 1920, when practically 104,000 cars were licensed, we conclude that something miraculous has taken place.

Oregon's population in 1860 was 52,465, while the last census, taken in January, 1920, gave her over 782,000 souls. A retrospection shows that she has moved forward in volume and numbers in everything save one exception. Since the enactment of the initiative and referendum in 1902, the peak in measures referred to the people for their consideration appears to have been reached in the year 1912, since when there has been a gradual falling away. This possibly may be construed as evidence that people are not dissatisfied with existing laws, as they have not resorted in recent years

to the remedy which the initiative and referendum gives them in the event that, through their legislative body, they are unable to obtain such legislation as is desired.

The biennial appropriations of the legislature to meet the current expenses for the biennial period 1919-1920, as set forth in the accompanying table, do not by any means include all of the expenditures for governmental activities. This latter amount does not include any of the moneys resulting from the sales of bonds for the building of roads and highways throughout the state or from the fees for motor vehicle licenses or from the tax on sales of gasoline sold and distributed in the state; or from corpora-

tion license fees or insurance licenses and taxes on insurance premiums; or from the proceeds of the law imposing a tax on gifts, legacies and inheritances; or from sundry other sources which are converted to the general fund of the state for general governmental expenses and which during the two years past, including transfers, have aggregated over \$25,000,000.

Wonderful though the growth of the state has been, its development is yet in its infancy and advances greatly by surpassing the activities of the past are to be expected. We have the area, the climate, the undeveloped resources and the brains and brawn to go forward, and through the application of the mental capacities and

ELECTION.	Constitutional Amendments			Measures			Total Vote Cast.
	Proposed	Adopted	Number	Proposed	Adopted	Number	
June 2, 1902.....	1	1	.....	.....	.....	.....	92,920
June 6, 1904.....	1	1	.....	.....	.....	.....	99,115
June 4, 1906.....	1	1	.....	.....	.....	.....	130,148
June 1, 1908.....	10	1	.....	.....	.....	.....	115,614
November 3, 1910.....	11	1	.....	.....	.....	.....	130,148
November 6, 1912.....	14	4	.....	.....	.....	.....	144,113
November 4, 1914.....	15	4	.....	.....	.....	.....	102,276
November 3, 1916.....	16	4	.....	.....	.....	.....	269,585
June 4, 1917.....	17	4	.....	.....	.....	.....	148,866
November 5, 1918.....	18	4	.....	.....	.....	.....	157,964
June 3, 1919.....	19	4	.....	.....	.....	.....	90,877
May 21, 1920.....	20	4	.....	.....	.....	.....	171,532
November 2, 1920.....	21	4	.....	.....	.....	.....	247,289
Totals.....	93	40	53	116	48	68	.....

1858.....	\$ 22,824,118.00
1860.....	23,886,951.00
1870.....	29,587,846.25
1880.....	48,483,274.00
1890.....	114,077,788.00
1900.....	117,804,874.13
1910.....	241,238,512.36
1920.....	148,093,601.65
1905.....	173,549,888.88
1904.....	188,058,281.11
1906.....	209,256,689.19
1907.....	427,273,978.70
1908.....	581,558,918.48
1909.....	598,132,363.70
1910.....	694,762,813.90
1911.....	844,887,708.74
1912.....	890,644,164.55
1913.....	906,017,678.00
1914.....	954,252,374.99
1915.....	932,412,080.90
1916.....	934,435,012.25
1917.....	878,763,944.71
1918.....	928,545,768.35
1919.....	987,533,896.97
1920.....	990,435,472.17
1921.....	1,040,839,049.12

Year	Automobiles	Motorcycles
1905.....	218	.....
1906.....	142	.....
1907.....	236	.....
1908.....	701	.....
1909.....	1,271	.....
1910.....	2,395	.....
1911.....	6,428	.....
1912.....	10,156	.....
1913.....	12,957	.....
1914.....	15,247	2,888
1915.....	23,846	3,158
1916.....	38,917	3,158
1917.....	48,632	3,409
1918.....	62,322	3,501
1919.....	82,322	4,719
1920.....	103,418	3,509

1863-1864.....	\$ 134,660.56
1865-1866.....	519,246.54
1867-1868.....	1,289,000.00
1869-1870.....	1,795,000.00
1871-1872.....	2,633,717.70
1873-1874.....	2,312,177.70
1875-1876.....	3,064,898.71
1877-1878.....	4,010,251.48
1879-1880.....	4,774,325.38
1881-1882.....	5,617,819.91
1883-1884.....	6,545,845.31
1885-1886.....	8,563,277.52
1919-1920.....	10,067,169.45

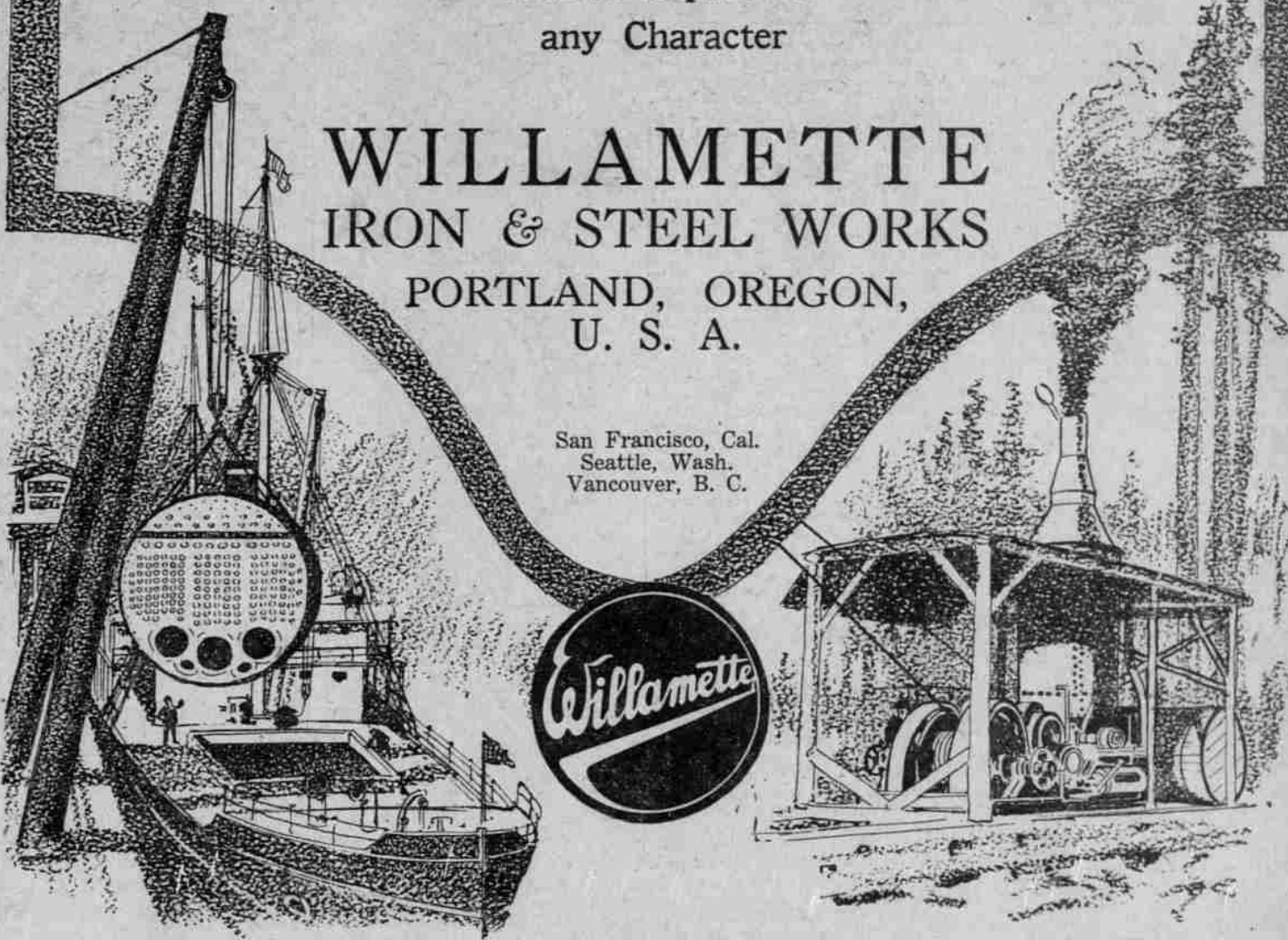
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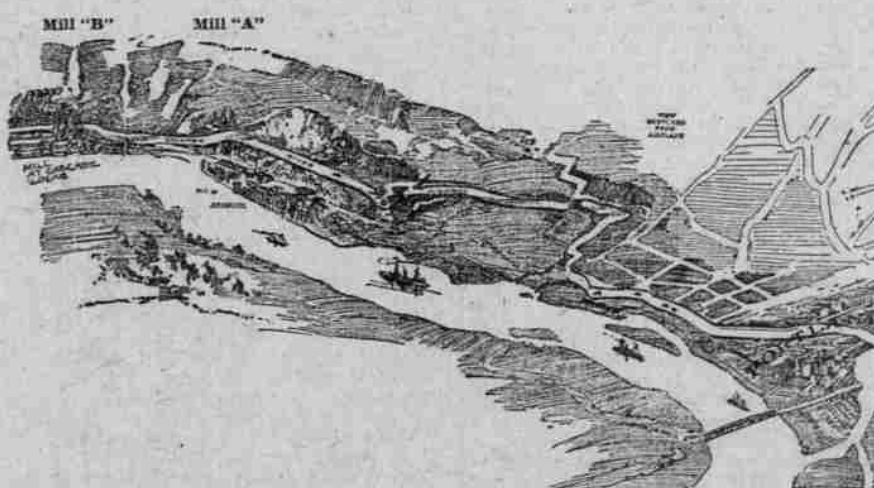
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