

MOUNT HOOD LOOP ROAD GIVES STATE ANOTHER GREAT HIGHWAY

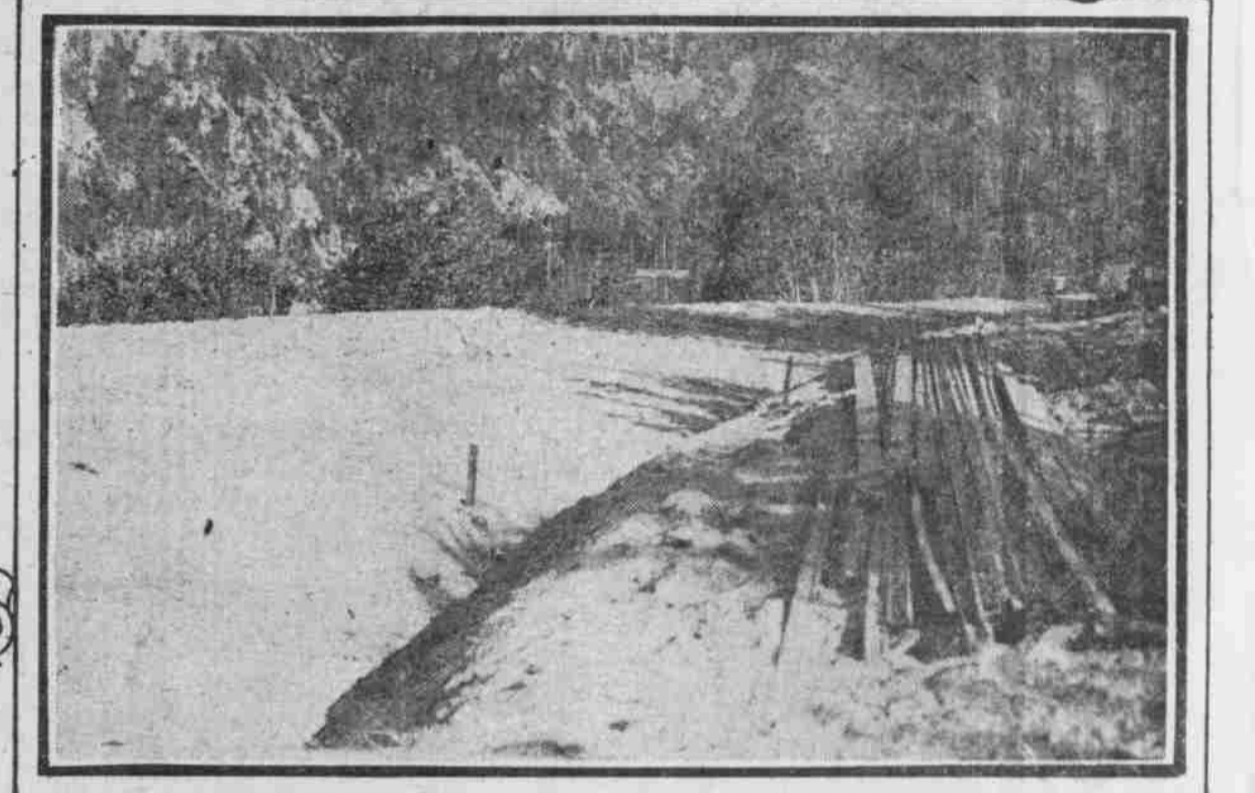
Delights of Majestic Snow-Capped Peak Soon to Be Made Easily Accessible—Construction Work Progresses Well During 1921 Season—Great Future Predicted for Resort Upon Road Completion.



Mt. Hood from the Lodge.



Still Creek Bridge on Mt. Hood Loop Road Near Zig-Zag Camp Ground.



Sample of Wide, Easy Curves on Loop Grade.



Mt. Hood from the East Side, Elk Meadows.



Mt. Hood from South Side Government Camp.

AS A RESULT of definite steps taken during the past year, Oregon is rapidly adding another great scenic highway to the fast-growing list of wondrous roads which it has to offer the motorist. Building of the Mount Hood loop road, a road which has been urged for some time past but the construction of which has been held up, was decided upon. Funds were appropriated, contracts let and actual construction was well under way when winter closed in upon the working crews.

Decision to build the Mount Hood loop and letting of contracts for construction of portions of it marks the greatest step of the past year in the matter of new state highway construction. As a result of building the road Mount Hood will be opened to motor travel in a way hitherto impossible, handsome hotels and resorts will spring up along the route, and Oregon's great mountain will take the position among the stellar scenic attractions of the country, which is its just due.

The Mount Hood loop road, as now definitely provided for, starts at Portland, runs eastward to Gresham, thence to Sandy and to the Columbia national forest boundary at Zig Zag. From there it traverses the national forest, passing around the south and east sides of the mountain into the Hood river valley to the north boundary of the national forest. Here it meets the Hood river valley trunk highway, joining the Columbia river highway at Hood River. The highway from Hood River to Portland completes the loop.

Going more into detail regarding the route it may be said that from Portland the highway goes eastward to Gresham over either of two paved roads, present roads being utilized, for this section. From Gresham to

the Multnomah county line there is also an existing road, with macadam surface, which will be made use of. From the Multnomah county line to the national forest boundary south-west of Mount Hood new location has been made and grading is now well under way. This section was contracted for late last spring, after Multnomah and Clackamas counties had promised to co-operate with the state and federal government in building the road.

During the coming spring and summer this section of grade should be completed and the macadam surface put down. This will give a splendid

road as far as the entrance to the national forest at Zig Zag, some 45 miles from Portland. At this point the new road will join the forest road, which the United States forest service has been constructing during the past two years and which is now completed as far as Government camp, on the south side of the mountain.

From this point the road will proceed eastward and northward around the southeast side of the mountain, through the Columbia national forest, joining the new Hood River valley road at the north entrance to the national forest. This section of road, which will be the last to be constructed,

will open up a virgin land so far as vehicle travel is concerned. From Government camp the road will run eastward in the general direction, followed by the old Barlow road, the road over which the early pioneers fought their way into the Willamette valley. At Summit the new road will swing left from the Old Barlow road, crossing the flanks of the mountain through the White river pass, crossing that river and climbing the divide into the canyon of the east fork of Hood river. This fork has its source in the Newton Clark glacier at the southeast of Mount Hood and swings around the east side of the

mountain into the main body of the Hood river in the form of a semi-circle. This watercourse is taken advantage of in location of the Mount Hood loop and the east side of the canyon will be followed nearly to the north entrance to the Columbia national forest south of Parkdale. From this point the Mount Hood loop road will run directly northward through the Hood river valley to the town of Hood River, joining the Columbia river highway at that point.

Work on the road through the national forest around the south and

east sides of the mountain went ahead rapidly last year, several miles of permanent road being constructed from the north entrance of the national forest in the Hood river valley southward, and bridges being completed and additional work done on the section from Zig-Zag to Government camp on the southwest. Location work and slashing was also done on other sections.

Construction of the northern section of the highway, that in the Hood river valley from the town of Hood River to the north entrance of the Colum-

bia national forest, was assured last spring when Hood river county voted a bond issue of \$250,000 for this road. The state will co-operate in this work in building a highway the cost of which will probably exceed \$500,000. Contracts for grading and macadamizing along this section were let last summer and late fall and the work is well under way. This section of the road should be completed, or nearly so, by the end of the working season this year.

The new location in the Hood river valley followed the old east side road

for a short distance, then drops off into the Hood river canyon, following the watercourse as far as Whiskey creek. The road then climbs out of the canyon and bisects the famous Hood river orchard district, passing along the west of Booth hill and climbing by that route from the lower to the upper Hood river valley. On penetrating the upper country the new road follows closely existing county roads across the flat to Parkdale and thence to the junction with the national forest road a few miles south of that point.

The loop highway will be a complement to the Columbia river highway. The road, counting that portion of the Columbia highway from Hood River back to Portland, will be 162 miles in length. In spite of the fact that the road will run almost at the edge of the great snow fields of Mount Hood, it will not reach an unusually high altitude. At no point will the grade be excessive, the usual 5 per cent limitation of the highway department being adhered to.

When the road is completed the entire trip can be made in one day, although two days will be preferable, with the night spent at one of the several attractive resorts that will be erected along the route, or at some camping spot where motorists who are equipped to do so may pitch their tents and prepare their own meals. With work on the various uncompleted sections of the road going ahead rapidly it is hoped that the entire road will be completed by 1924 and that by the time of the exposition in 1925 the loop will be in such splendid shape that it will be one of the great scenic attractions to offer motorists who will flock to Oregon by the tens of thousands during that season.

HOOD RIVER AMERICAN LEGION INAUGURATES ANNUAL MOUNTAIN CLIMB

First Summer Ascent of Famous Peak Proves So Successful Members Decide to Repeat Trip Every Year—Plans Already Formulated for 1922, When Distinguished Guests Will Join in Vacation Outing—Initial Venture Attracts Widespread Attention and Many Outsiders Wish to Take Advantage of Next Pilgrimage—Governor Olcott Enthusiast.

SOME of the members of Hood River post of the American Legion, last summer in a modest way, launched plans for a recreational reunion of ex-service men in a forest-canopied camp near the timber line of the north base of Mount Hood and gave impetus to a more ambitious scheme that bids fair to result in an annual ascent of Oregon's most accessible snow peak, an event, which is already attracting attention far from the bounds of the home state.

Already the legion post of the apple valley has a well-formulated plan that will no doubt result ultimately in an annual participation in mountain sports that will be as well known nationally as the Pendleton Round-up of today. The scheme has proven popular since its inception last July, and local civic and commercial organizations, as well as county officials, have indicated a willingness

to aid the movement. Briefly the Hood River legion post proposes to establish a permanent camp at some well-watered nook, covered with handsome cone-bearing evergreens of the high altitude, hemlocks, species of fir and the scraggly mountain pines. A choice to date has not been made, but innumerable sites are available. There in July and August wild flowers in a score of varieties are blossoming at the edge of snowbanks. There the mid-summer heat of the hottest day is tempered, and the snow and ice-invigorated atmosphere gives exhilaration to the hiker or climber. There in the remote mountain fastness was chipmunks, not yet wary of the approach of man, chatter a welcome and beg crumbs and peanuts. The legion men may, if they like, choose a campsite alongside the new Mount Hood loop highway, six miles of the grade of

which has already been cut through the scenic district. Or if they prefer a more secluded retreat they may place their camp off the beaten path, destined to be traveled by thousands of motor tourists before the year 1925 shall have ended, a location in the very heart of mountain fastness and yet closely connected with the great scenic boulevard by a trail, and even in time by a lateral automobile road. The cost of equipping such a camp will be nominal. The forestry service will aid with road or trail construction.

The success of the initial venture of last summer has stimulated the members of the local post to action. The members of the organization have formally approved of the plan, and a general executive committee with Kent Shoemaker as chairman, has been appointed to take permanent charge. Other members of the

committee include: Edward W. Van Horn, post commander; George R. Wilbur and R. L. Foust, all of whom played an important part in war days and who are representative in Hood River life.

The camping trip of last summer, including but two days, was a hurried affair. The recreationists assembled here on the afternoon of July 30, a Saturday, and were taken by automobile to a trail leading into the camp. The night was spent around a huge bonfire, where stirring songs of war days were sung, and where addresses were delivered by such notables as Governor Olcott, Secretary of State Koser and Adjutant-General White. The members of the camp, who attained the climb were out at sunup Sunday morning and off on the long, strenuous trip up the tortuous grade of loose and rolling stones to the top of Cooper's spur and from thence on

destined, if they reached the day's goal and wrote their names in the Mazama book, ever welcoming the successful climber, on the summit, to zig-zag across glistening snowfields and step gingerly across yawning crevasses of glaciers.

There was no time for leisure, because scarcely had the climbers who reached the top participated in the thrill of a slide down a half-mile of snow field and dusted the accumulation of flakes from their garments when they were summoned to trek down the trail to the awaiting caravan of automobiles and hasten to various homes in all parts of Oregon. Many were the improvisations of last July, and the weary climbers were delayed in getting back to Hood River, as the base camp was more than 20 miles from the city. The remote road into the camp was narrow and rough, and the automobilists had difficulty

in avoiding congestion and in getting their machines turned around and headed home.

It was after midnight when the last of the legion camp party had reached Hood River. Governor Olcott and Secretary of State Koser on arrival here found it necessary to take an automobile immediately for Portland, in order to keep official engagements. The latter on reaching the metropolis immediately caught a train out for a Montana point to participate in the annual convention of secretaries of state from all the union. Both high officials, however, left Hood River expressing unbounded enthusiasm over the legion's plans and declaring that they would return to future reunions. Both, before they left the mountain environs, ordered from Mark Weyandt, the veteran guide in charge of the party, alpenstocks and other mountaineer paraphernalia.