

ALONG THE TILLER CUT-OFF ROAD TO CRATER LAKE NATIONAL PARK.

TILLER CUT-OFF IS OPENING RICH LAND

Prime Hunting Territory Can
Now Be Reached.

PROJECT IS APPROVED

Klamath-Crater Distance Is Short-
ened and Time Reduced
One Day.

BY CHARLES V. STANTON.
ROSEBURG, July 3.—(Special.)—
The opening of one of the richest
agricultural sections in southern Ore-
gon, shortening the distance from
northern Oregon to Klamath Falls
and Crater Lake, providing a detour
around Stage Coach pass on the Pa-
cific highway, and making accessible
one of the best sporting grounds in
the state, is the purpose of the Tiller
cut-off road, on which construction
work will probably be finished this
summer. This road, just approved by
the state highway commission, is one
of the most important yet least known
of any now under consideration in
Oregon.

By the construction of a few miles
of highway the distance from the
Willamette valley to Klamath Falls
and to Crater Lake can be shortened
by approximately 65 miles and the
time required for travel reduced by
almost one day. Not only this, but a
large territory, including some of the
richest and best sporting ground in
Oregon, will be opened, and a coun-
try which beyond question is the best
in the state for hunting purposes
will be made easily accessible.

The ordinary map gives a clear pic-
ture of the situation. Crater Lake
lies almost directly west of Rose-
burg. This natural wonder, which
more tourists are visiting each year,
is situated in the heart of the Cas-
cade mountains and can be reached
at present only by traversing the
road through the national forest. The
main road to the lake goes in from
Medford and the detour from the
north is forced to go many miles out
of his way to take the road leading
to the lake and the many beauty spots
in its vicinity.

Cut-off Saves 65 Miles.
The Tiller cut-off road leads almost
directly east from a point about 20
miles south of Roseburg. With a se-
ries of easy grades it connects with
the Medford-Crater Lake road at
Trail, joining at that point, also, the
road to Klamath Falls. By this cut-
off the long loop from Roseburg to
Medford and back to Trail is elimi-
nated, cutting off 65 miles from the
present route and enabling the tour-
ist to reach the lake from Roseburg
in one day instead of two as for-
merly.

There is also another feature of
this cut-off road. At present there
is only one route to the scenic high-
way south of Canyonville, Or. That
is through Stage Coach pass, long
notorious for its bad roads. While
that pass is being paved in the near
future travel over the Pacific high-
way must be held up unless a detour
is provided. There is no room for a
detour through the pass and the new
route must be found.

With the expenditure of a few
thousand dollars the Tiller cut-off
road can be put in condition for
travel and a detour provided from
Medford to Trail and from Trail
through Tiller to Roseburg, keep-
ing the highway open at all times.

This is one vital argument in favor
of early resumption of work on the
cut-off road, for with the numerous
contracts which have been let for
paying on the roads of southern Ore-
gon, especially between Roseburg
and Medford, tourists this summer
will find passage somewhat difficult.
The Tiller road, however, would com-
pletely eliminate this difficulty and
that at a saving of many thousands
of dollars.

Only Moderate Sum Required.
It would require but a moderate
sum to open up this road suffi-
ciently to permit passage as a detour.
The route is not very rough and
is passable for a team and wagon.
In fact, a few light cars have traveled
over it, so it may be seen that the
expense of opening it in fair condi-
tion will be small. From Riddle to
Tiller the road is good, having been
used for many years. From Tiller
to Roseburg, the road is not so good,
but is passable, and with moderate
expenditure could be put in shape to
permit auto travel. From Roseburg
to Trail the road is in the roughest
level country, where with a tractor,
plow, scraper and drag, a good sum-
mer road on an easy grade could be
established in a short time.

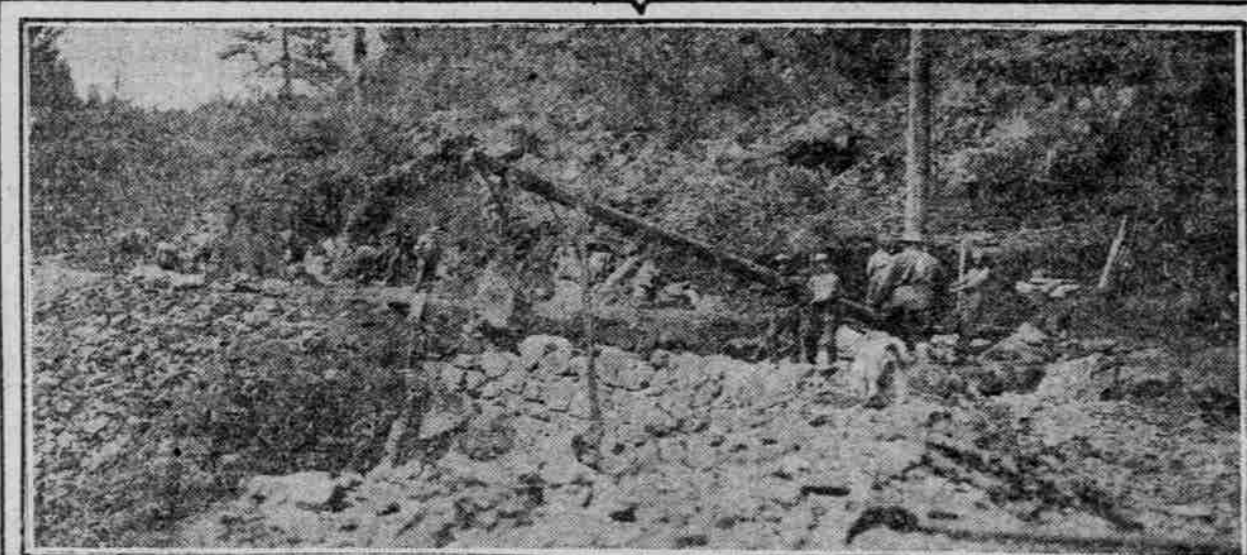
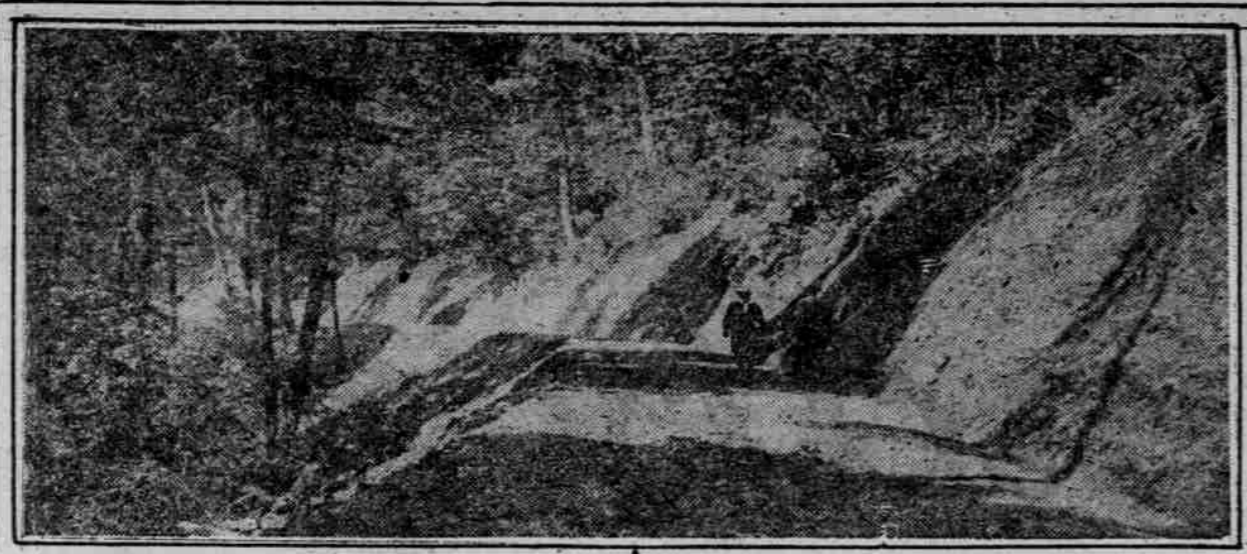
The hardest part of the construction
is between Tiller and Drew. Here
the road follows Elk creek and must
be built along the face of the rocky
border of a deep canyon. Two miles
of this road has already been
blasted from the rocky cliff and there
yet remains three miles of the same
heavy type of construction. The
route, however, is established and
the work is entirely that of construc-
tion.

This five miles of the road is,
indeed, picturesque. The tourist,
traveling along the protected precipi-
tous road may look down hundreds
of feet to where the frothy creek
dashes along its rocky bed. The roar
of the stream echoes loudly through
the canyon, which rises high above
the level of the highway. Then sud-
denly leaving this scene one enters a
country like a promised land. Level,
slightly timbered, rich in soil, well
watered, it is, indeed, an undeveloped
Canaan.

Great Hunting Ground.
Few settlers have yet made it their
home, for its inaccessibility has pre-
vented. Hence it has been given over
chiefly to grazing and each year pro-
duces grasses which result in sleek,
fat cattle that bring the top market
prices. Here, too, unexcelled, range
the deer for which that section is
famous. A few miles either way
from the road the limit can be killed
in a single hour. Only in late years
have these hunting grounds been
made use of.

In the past few years hunters from
all parts of the coast and even from
the Atlantic seaboard have spent their
vacations in that section of southern
Oregon and all with good results. A
drop over the divide, only a few
miles puts one on the headwaters of
the Rogue river, while to the north
lies the well-known North Umpqua
country. Caps Hiassee, the famous
Indian rendezvous and Diamond lake.
All this lies within the national
forest and plans are already on foot
to make it one of the greatest national
parks in the United States.

Although the fame of Crater lake
has spread to all parts of the country
the name of Diamond lake is not so
well known. Yet for sheer beauty
it excels even the grandeur of its
more famous sister. Bounded by
snow-capped mountains it nestles deep



—Photos by Clark's Studio, Roseburg.—
This road, a United States Forest service project, which the state highway commission has now approved and will
help, will cut off 65 miles of the distance from Portland to Crater Lake national park, besides making accessible
one of the finest big-game sections in the United States. The pictures show views along the grade and the forest
service crew at work on it.

In the heart of the range, its shape
being as much responsible for its
name as its peculiar sparkle and color.
Strangely at one end of the lake
the water is icy cold where the melt-
ing snows feed it perpetually, while
at the other end it is warm, being fed
by springs evidently of volcanic
origin. Last winter an eruption from
these warm springs killed thousands
of late trout.

This country, which is destined to
become the Mecca of thousands of
tourists each year, will be made
nearer by many miles when the road
now under way is completed.

Forest Service started it.
The money has already been ap-
propriated and considerable work has
been done. The construction is being
carried for by the forest service,
county and state co-operating equally
with the government. The total esti-
mated cost, as announced by federal
engineers, is \$62,000. The sum of
\$21,000 was appropriated by county,
state and government and the forest
service engineers started work three
years ago. Between Tiller and Drew
a road bed was cut along the cliff
for a distance of two miles at cost of
\$11,000. The war brought proceed-
ings to a halt and since then nothing
has been done.

Increasing cost of labor and ma-
terials caused a shortage in the ap-
propriation of the forest service for
its many improvements and to carry
on work in other places the appropria-
tion for the Tiller Cut-Off was
borrowed. For this reason nothing
was done last year. It is now urged
that work be resumed and W. F.
Ramsdell, supervisor of the Umpqua
national forest, has reported to the
department that the project should
be taken up again at once. The state
highway commission has just ap-
proved the project and may complete
it at once.

When the road is complete through-
out its entire length there will be
no grade over 3 per cent, and the
entire road will be of standard con-
struction. It is a project that looms
big in Douglas county and one that
will work to the benefit of the entire
state.

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ciple is announced by the Eastern
Manufacturers' company, factory
agents of San Francisco. This is the
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inflated tire of grain rubber, filled
with tiny air-filled grain rubber cells.
These give resiliency of air with the
strength necessary to take its place
under compression.

The appearance of an oil deterio-
rated tire tread is spongy and soft,
as when the rubber has not been
properly cured.

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INNOVATION IN EFFECT THIS
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Giving Leisure Period
During Summer.

Now that vacation times are here,
thousands of plant workers in the
Studebaker factories at South Bend,
Ind., and Detroit, Mich., are looking
forward to a real innovation for fac-
tory workers, a vacation with pay.
For many years this idea has been in
force in offices, but mechanics and
other industrial workers never knew
the joys of vacation times. In the
few scattered instances where such
vacations were taken, the worker
was cut off the payroll for the period
of his vacation. But, as a matter of
fact, such vacations were not custom-
ary and it seldom occurred to plant
workers to take them.

A vacation with pay is only one of
the numerous innovations along co-
operative lines that have been intro-
duced by the Studebaker corporation
for the benefit of its plant employes,
and that have placed this manu-
facturer among the leaders in the in-
dustrial world in the promotion of
advanced ideas.

Among other co-operative plans are
anniversary checks, life insurance,
pensions, a chance to own stock in
the corporation, and to own a home
on a co-operative basis. In a word,
the men are considered partners in
the affairs of the company.

Much is heard today about profit
sharing plans, but the Studebaker
system of anniversary checks is a
step in advance of the profit sharing
idea. On each anniversary of an em-
ployee's connection with the company,
he is given a check for a percentage

of his earnings during the preceding
12 months. This check is paid regard-
less of whether the company has en-
joyed profits. It is the first disburse-
ment from the company, which means
that the plant workers are taken care
of before the stockholders are con-
sidered.

NEW ROAD ERA IS COMING
Many Problems Will Be Solved by
Better Highway.

A new era in American progress
took its date from the period just pre-
ceding the Civil war. During this
era entire states were transformed
from wilderness into prosperous,
thriving commonwealths. The com-
mercial and agricultural boundary
lines of the country were slowly but
surely pushed westward by the re-
lentless march of railroad expansion,
says the Motor.

Today our country faces problems
equally as momentous. We should be
on the threshold of an almost limit-
less era of better roads development.
The future welfare of vast communi-
ties is at stake. There is dire need
of unified concentration on the sub-
ject of good roads. Dissension or
jealousy should not creep into good
roads activities on unimportant de-
tails as has lately been apparent. We
are all after the same objective—
more roads and better highways—
national, state and local. So let us
all pull together.

work on the battery. The engine must
be turned over more rapidly in order
to get a spark from the magneto and
the battery has to do much more work
for each start than it would if the
plugs were clean.

The motorist who uncrowns and
cleans his spark plugs every week or
two will find that he has taken a big
load off the battery and that he is
able to get his engine turning over
in noticeably shorter time.

It is common practice to fasten
spiral springs to worn brake linkage
and the car frame. The spring will
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the rattle.

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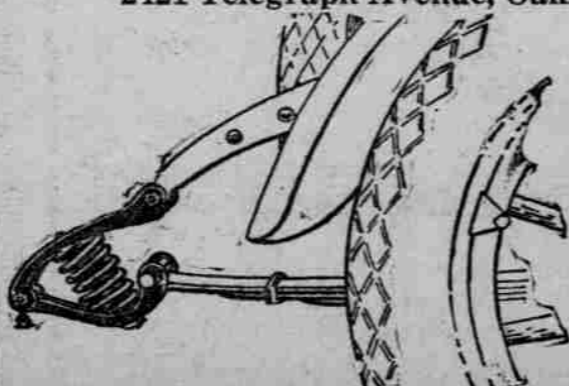
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