

NORTH-SOUTH ROAD PLANNED FOR IDAHO

Construction Being Finished
at Several Points.

EARLY TRAILS FOLLOWED

Rugged Salmon Canyon Is Crossed
and Natural Barrier in
State Overcome.

BY H. E. FOWLER.
LEWISTON, Idaho, Nov. 20.—(Special.)—Within the next few months the grading of the north and south Idaho highway which will unite northern and southern Idaho, will be practically completed as far as Lewiston. This highway has long been awaited as a connecting link between Lewiston and Boise which would enable travel by auto from one city to the other within a single day. The present trip by rail takes 26 hours and the traveler passes through Washington and Oregon, going from Lewiston to Boise, a distance of 450 miles. When the new north and south highway is surfaced and worn down for easy travel the canyon of the Salmon river in the wilds of central Idaho will echo to an ever increasing volume of automobile traffic. Shippers are now figuring on the saving to be made by using trucks for freight instead of making the long rail haul through Washington and Oregon.

Many years ago the pioneer miners of central Idaho made a trail following the Little Salmon river from New Meadows down to Higgins, and the canyon of the Big Salmon, from there to Whitebird. From here the trail wound up the precipitous Whitebird hill to the open grain lands of Camas prairie. The Salmon river country was rough and uninviting, peopled sparsely by cattle and sheep men who were satisfied to live far from civilization. As the years went on and north Idaho continued to be isolated from the southern portion of the state, the big project of opening up a road through this wild central region began to take shape. For several years sections of the long highway have been under construction and now comes the culmination of the labors of the state highway engineers and the construction companies engaged on the project.

The Whitebird-Grangeville link of the north and south highway is 22 miles long and will cost \$275,000. The elevation at Whitebird is 1409 feet, and at the summit of the 12-mile hill above Whitebird the elevation is 3400 feet, making a rise of 2000 feet in the 12-mile climb. The hill road has a maximum grade of 5 per cent. The Bicknell Construction company, which has the contract for the Whitebird-Grangeville section, began work in January, 1919, and will complete this 22-mile link next month. The work has been under the immediate supervision of J. J. McCreedy, resident engineer of the state highway department, who has been engaged on this project for about three years.

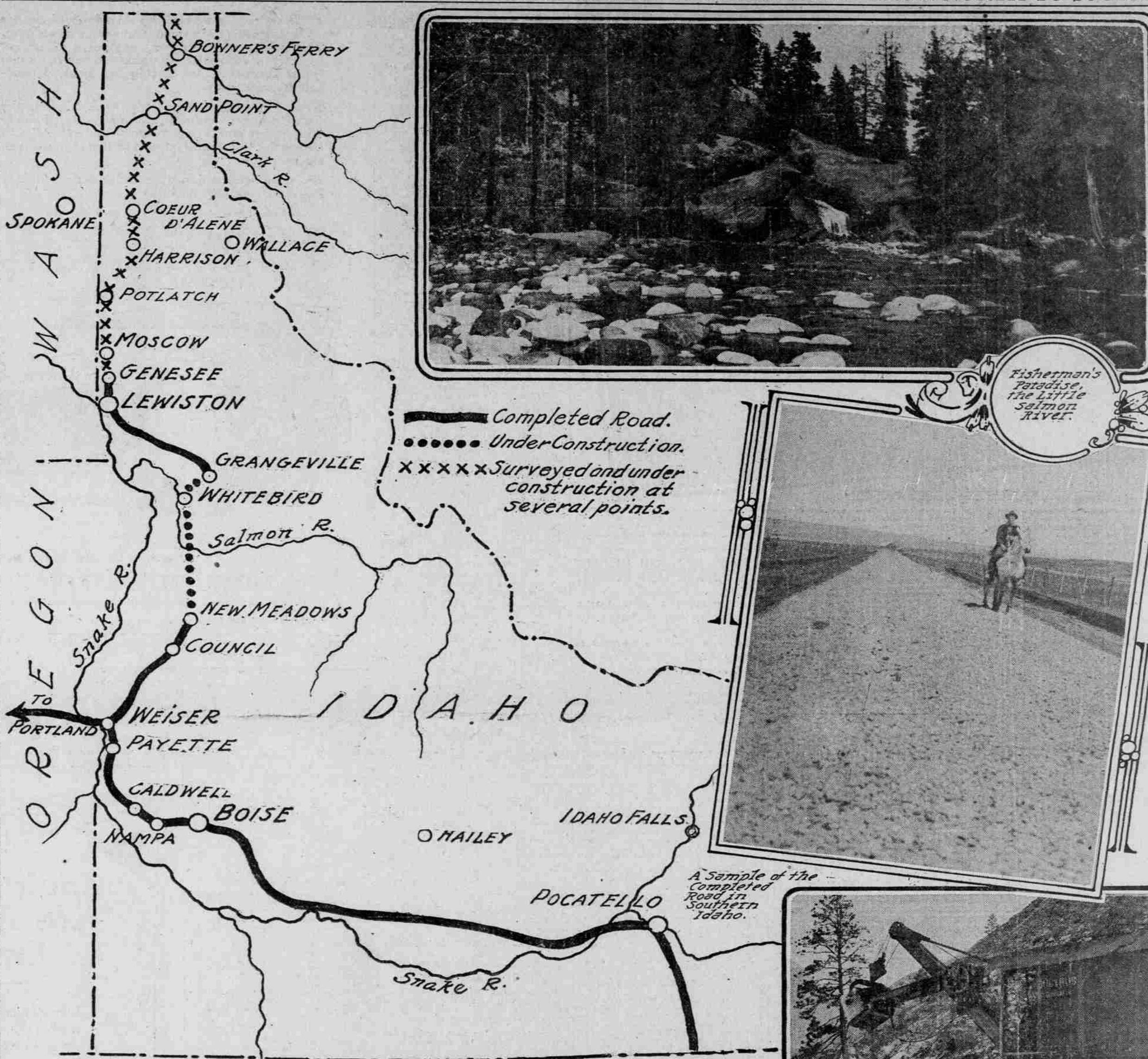
One of the most difficult pieces of road construction ever undertaken in Idaho is the 68-mile stretch from Whitebird to New Meadows, of which 28 miles is under construction at present. The Grant Smith company having the contract, which involves \$750,000. The route is along the rocky canyon of the Big Salmon from Whitebird to Higgins (32 miles); thence up the Little Salmon to New Meadows (36 miles). Steam shovels have dug many miles of the road out of the steep rocky banks of the river. During the past few months this highway has been closed to traffic and motorists in making the trip from Lewiston to south Idaho have been forced to go by way of Pendleton, Or. The north and south highway proper begins at Weiser, where it connects with the Idaho Pacific highway which runs through Boise toward the east. From Weiser the highway goes north through Midvale, Cambridge, Council and New Meadows, the latter point being about half way between Boise and Lewiston. The construction work referred to in this article has been between New Meadows and Grangeville. The grading of the rest of the highway from Grangeville to Lewiston and from New Meadows to Boise will be started when funds are available, but this section is already in very fair condition. There will soon be an excellent all-year highway over the entire route connecting with an east and west trunk highway at Boise and the Evergreen highway to the Pacific coast at Lewiston. From Lewiston north the route now follows the inland Empire highway in Washington to Spokane, but as soon as the 50-mile link between New Meadows and Grangeville on the lower section of the north and south highway is completed the efforts of the state highway department will be directed toward the construction of a north and south highway through the timber and grain regions of Latah, Benewah, Kootenai, Bonner and Boundary counties, touching Potlatch, Harrison, Coeur d'Alene, Sandpoint, Bonners Ferry and other points in north Idaho. This part of the highway has been surveyed and construction of certain sections is under way, but it will be two or three years at least, in all probability, before there is a completed north and south Idaho highway from the Canadian boundary to the south Idaho state line.

Thus the great barrier between north and south Idaho is being broken down. The natural obstruction formed by the great Salmon river country has led the people of the northern part of Idaho to attempt on several occasions the creation of a new state comprising north Idaho, eastern Washington. The next step in uniting the two sections of the state is the construction of a north and south railroad. Surveys and estimates for such a road have already been made and it will not be many years before the present "paper railroad" as well as a hard surfaced highway from the south to the north boundary of the state becomes a reality.

Aviation Truck Assigned.

EUGENE, Or., Nov. 20.—(Special.)—A light G. M. C. aviation truck has been assigned to the Cascade national forest for use in the forests and between Eugene and the mountains, and W. E. Naylor, clerk in the office of the supervisor here went to Portland Thursday, to drive it to this city.

NEW IDAHO HIGHWAY, NOW UNDER CONSTRUCTION, WILL TRAVERSE STATE FROM NORTH TO SOUTH



Map showing Projected Highway from North to South Idaho.

ROAD WORK IS PLANNED

PASSAGE OF AMENDMENT
MEANS PAVING IN CALIFORNIA

Road to Oregon State Line Will Be
One of the First to Undergo Improvement.

SAN FRANCISCO, Nov. 20.—Already active plans are being laid for the reviving of the state highway construction on a comprehensive plan, as a result of the recent election, which made a higher interest rate on the bonds possible. Important conferences have been held by the state officials within the last week that necessary funds may be raised soon through the marketing of bonds.

Amendment No. 3 authorizes a special board, consisting of the governor, chairman of the state highway commission, state treasurer, state controller and chairman of the board of control, to determine the interest rate that will make the bonds marketable.

With the obstacle of obtaining funds removed, the highway commission soon will be able to push work on the roads included in the program for which the last issue of \$40,000,000 was voted. Here are the highways:

Completion of the coast and valley routes to the Oregon line.

Building of the Sky Line boulevard to the Monterey intersection.

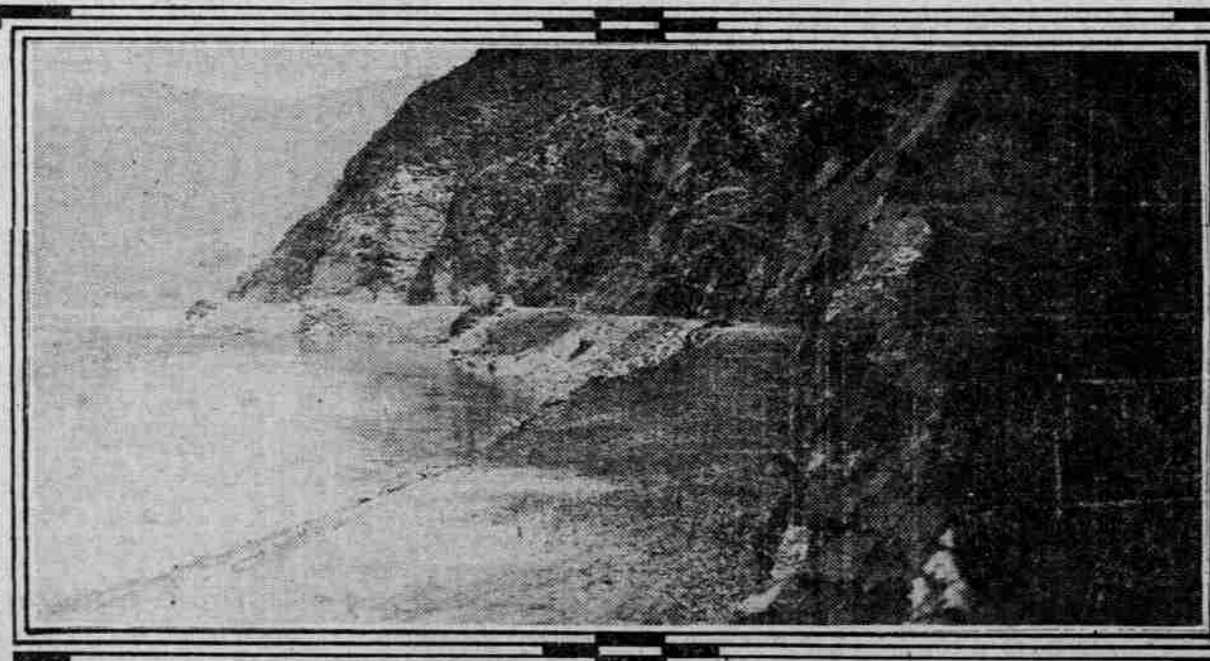
Extension of the Yosemite highway to El Portal.

Paving from summit of Cajon pass to Barstow on National Old Trails route.

Completion of Imperial valley boulevard from San Bernardino.

Closing gap between San Diego and El Centro.

Building from El Centro to Arizona line at Yuma.



Where the Road is Hewn Along the Salmon River Bluffs.

Construction of Shore Line boulevard from Oxnard to San Juan Capistrano.

Extension of National Old Trails from Barstow to Needles.

BENTON COUNTY PLANS ROADS

Approximately \$15,000 to Be Expended on Grading and Graveling.

PROSSER, Wash., Nov. 20.—(Special.)—County Commissioner French says approximately \$15,000 will be expended immediately in the betterment of Prosser roads. One of the roads to be improved is the Rattlesnake hill road leading out from North Prosser to the oil and gas

fields. The bridge across the canal will be moved to the section line and from \$500 to \$7000 expended on grading and graveling.

A number of feeders into the Grandview irrigation district will also be improved, the work costing an additional \$4000 or \$5000. The Horse Heaven and Byron roads will also be improved. Work has already commenced on the Euclid road.

CUT-OUT TO SHORTEN ROAD

Improvement Proposed on Western Lane County Highway.

EUGENE, Or., Nov. 20.—(Special.)—A cut through a low hill for a distance

of 150 feet to a depth of about 50 feet will shorten the main road between Minerva and Prawn, in the western part of Lane county, a distance of about a mile, according to E. M. Morse, county engineer, who returned from there yesterday. He staked off the proposed new cut-off and it is probable that it will be built early next year, he said.

The present road encircles the hill and is in bad condition, lying close to the edge of the North Fork river. A much better road can be built by cutting through the hill, says the engineer.

The new cut-off will necessitate the building of a new bridge across the North Fork, but the bridge on the old road is in bad repair and would need rebuilding, anyway.

which audits the freight bills of the members.

The credit department is another feature worthy of mention. "We have not attempted to collect every bad account that our members had on their books, but we have succeeded in making a number of adjustments," says Gibbs. "We have also an employment bureau which seeks to furnish our members with the class of help needed. We also have a general counsel who furnishes us with legal information of a general nature."

"But the feature of our association to which we most desire to call attention is the grievance committee, whose business it is to see that our members deal fairly with the public. If any member of our association deals unfairly with the public we wish our attention called to it and we will see that the member either treats the public fairly or else gets out of the association."

Grays Harbor Roads Good.

ABERDEEN, Wash., Nov. 20.—(Special.)—Roads between Grays Harbor and Puget sound points are now in better shape than they have been at any previous time this year, according to motorists who have made the trip to the sound and return within the past week. Especially good, they say, is the McCleary cut-off road. All having it now open between Elma and Aberdeen, and all detours, even those at bridges, have been eliminated.

The clutch pedal of the Ford car occasionally refuses to spring back after it has been pressed forward firmly. This is due to binding and may be remedied by screwing the adjusting screw on the opposite end of the pedal shaft a turn or two.

AGNESS CITIZENS PLAN ROAD

Rivers and Trails Are Only Outlet for Isolated Town.

MARSHFIELD, Or., Nov. 20.—(Special.)—Agness, situated at the junction of the Illinois river with the Rogue, has no transportation facilities excepting by boat up and down the streams or by horseback on trails. The people are desirous of getting a highway from that settlement to a point several miles up the Illinois, to the Josephine county line and hope there to connect with a highway which would give the man outlet to the Pacific highway.

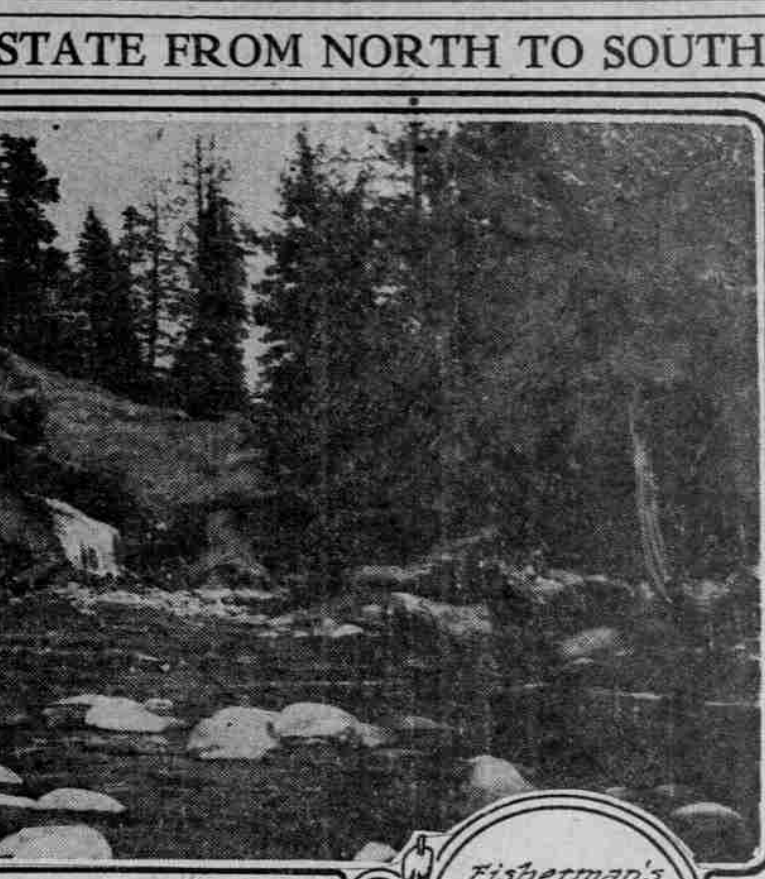
In view of this urgent need the citizens financed a survey by County Surveyor Dennis Cunniff of Curry county, who says the eight miles of highway necessary can be constructed at comparatively light cost, the biggest item being a bridge across Indigo creek.

The citizens of Agness will aid in financing the road and expect to get county and government aid to put it through.

TOURIST PARK IS ADVOCATED

President Interstate Realty Association Cites Boise's Experience.

ABERDEEN, Wash., Nov. 20.—(Special.)—Opposition to creation of a tourist park in the vicinity of the realty board in an address by Ira E. High, president of the Interstate Realty association. Mr. High cited the experience of Boise, Idaho, with a tourist park. He declared that the benefits to be obtained from such a park when properly administered, could not be overestimated. The Grays Harbor realty board some time ago purchased a residence tract which it is proposed to turn into a tourist park.



Fisherman's Paradise, the Little Salmon River.



The Big Steam Shovel at Work in the Salmon Canyon.



The Big Steam Shovel at Work in the Salmon Canyon.

HARDING ASKED TO SPEAK

PRESIDENT-ELECT MAY ADDRESS AUTOMOBILE BODY.

National Session Called to Meet With South Carolina Motor Trades Association.

COLUMBIA, S. C., Nov. 20.—Senator Warren G. Harding, president-elect of the United States, has been invited to deliver an address at the national automobile conference to be held in this city December 8-10 in connection with the annual meeting of the South Carolina Automobile Trades-association.

United States Senator N. B. Dial of this state has also wired Senator Harding urging him to accept the invitation. Senator Harding is to be in Virginia December 6, and it is hoped that he will accept the invitation to come to Columbia.

David Jamison, president of the American Automobile association, has also been invited to attend and speak on the subject, "What the Car Owner Expects of the Dealer." Harry B. Harper, president of the National Automobile Dealers' association, has already accepted an invitation to attend the meeting, according to officials of the local association.

A. Mason Gibbs, president of the association, says that the organization has several departments functioning. One of the most important of these is the traffic department,

which audits the freight bills of the members.

The credit department is another feature worthy of mention. "We have not attempted to collect every bad account that our members had on their books, but we have succeeded in making a number of adjustments," says Gibbs. "We have also an employment bureau which seeks to furnish our members with the class of help needed. We also have a general counsel who furnishes us with legal information of a general nature."

"But the feature of our association to which we most desire to call attention is the grievance committee, whose business it is to see that our members deal fairly with the public. If any member of our association deals unfairly with the public we wish our attention called to it and we will see that the member either treats the public fairly or else gets out of the association."

Grays Harbor Roads Good.

ABERDEEN, Wash., Nov. 20.—(Special.)—Roads between Grays Harbor and Puget sound points are now in better shape than they have been at any previous time this year, according to motorists who have made the trip to the sound and return within the past week. Especially good, they say, is the McCleary cut-off road. All having it now open between Elma and Aberdeen, and all detours, even those at bridges, have been eliminated.

The clutch pedal of the Ford car occasionally refuses to spring back after it has been pressed forward firmly. This is due to binding and may be remedied by screwing the adjusting screw on the opposite end of the pedal shaft a turn or two.

CLOSED CAR SHOWS INCREASED DEMAND

1921 Production Estimated
Fourth Closed Models.

WINTER COMFORT REASON

Several Makers Plan as High as
Half and Half Closed Cars
for the Coming Year.

DETROIT, Nov. 20.—Inclosed models, which have been increasing rapidly in favor the past few years, will be more in demand in 1921 than ever before in the opinion of automobile manufacturers. Practically every factory will increase its closed automobile output. As a rule, the percentage of closed cars is much smaller among the lower-priced machines, although this does not hold good in every instance.

Figures obtained from sales representatives of various factories show that the Cadillac and Franklin Road the list with approximately 50 per cent closed cars, with the Pierce-Arrow and Lincoln Motor company turning out about 40 per cent. The best figures obtainable show that the Buick production schedule includes from 30 to 35 per cent closed cars, while the Hudson builds 30 per cent of the closed style and the Reo comes next with 25 per cent.

Fourth Are Closed Cars.

Of all the Packard twin sixes built this year every fourth one, or 25 per cent, will be of the inclosed type. This is an increase of 10 per cent over last year and the total will be increased to 40 per cent of the last schedule. The Packard single six, which was recently placed on the market, has found so much favor among closed car users it is said that 46 per cent of the single six production is of the closed type.

The Oakland Motor Car company is building about 25 per cent of its product with closed bodies, which compares with 8 1/2 per cent last year, and is an indication of the increasing popularity of the inclosed automobile. Buick and the Liberty work on a schedule approximately 25 per cent, and the Hupp Motor Car corporation closed car sales would approximate 30 per cent of its factory production if it could meet the demand. Up to the present time the output of Hupp closed automobiles has been limited by the inability of plant facilities to meet the requirements of the business. However, the company recently has taken over a body factory in the east, and as soon as the new plant has been equipped according to Hupp production methods it will be in a position to supply the demand for closed cars.

This year's production of Ford automobiles will include 18 per cent of the inclosed, and the ratio is increased every year. The Columbia Motors company is building 14 per cent closed cars and is planning to increase this to 18 per cent in 1921.

Dodge Brothers are working on a schedule of 15 per cent closed models, which is 5 per cent higher than last year and will be increased again next season. The Studebaker corporation estimates the number of closed cars built throughout the year at 8 per cent of its production, but it is building approximately 20 per cent at present.

Body Makers Show Increase.

Inquiry at plants which build automobile bodies brought forth the same figures—25 per cent—probably the correct percentage of closed bodies now required to meet the demands of the motoring public. The production of closed-car bodies is, of course, much increased at this time of the year. It is not unlikely that the average year's production of bodies of this type will increase annually.

Complete reports of automobile production for September are not ready, but are likely to show a decrease of 15 or 20 per cent from August records. During the first eight months of the year, from January to the end of August, the total number of automobiles shipped or driven away from 124 factories was 1,075,007, according to figures compiled by J. S. Marvin, traffic manager of the national automobile chamber of commerce. October, it is stated, is likely to show an increase over the September figures. While there was a slackened output at many plants in September, the situation is believed to have improved materially last month.

AGNESS CITIZENS PLAN ROAD

Rivers and Trails Are Only Outlet for Isolated Town.

MARSHFIELD, Or., Nov. 20.—(Special.)—Agness, situated at the junction of the Illinois river with the Rogue, has no transportation facilities excepting by boat up and down the streams or by horseback on trails. The people are desirous of getting a highway from that settlement to a point several miles up the Illinois, to the Josephine county line and hope there to connect with a highway which would give the man outlet to the Pacific highway.

In view of this urgent need the citizens financed a survey by County Surveyor Dennis Cunniff of Curry county, who says the eight miles of highway necessary can be constructed at comparatively light cost, the biggest item being a bridge across Indigo creek.

The citizens of Agness will aid in financing the road and expect to get county and government aid to put it through.

TOURIST PARK IS ADVOCATED

President Interstate Realty Association Cites Boise's Experience.

ABERDEEN, Wash., Nov. 20.—(Special.)—Opposition to creation of a tourist park in the vicinity of the realty board in an address by Ira E. High, president of the Interstate Realty association. Mr. High cited the experience of Boise, Idaho, with a tourist park. He declared that the benefits to be obtained from such a park when properly administered, could not be overestimated. The Grays Harbor realty board some time ago purchased a residence tract which it is proposed to turn into a tourist park.