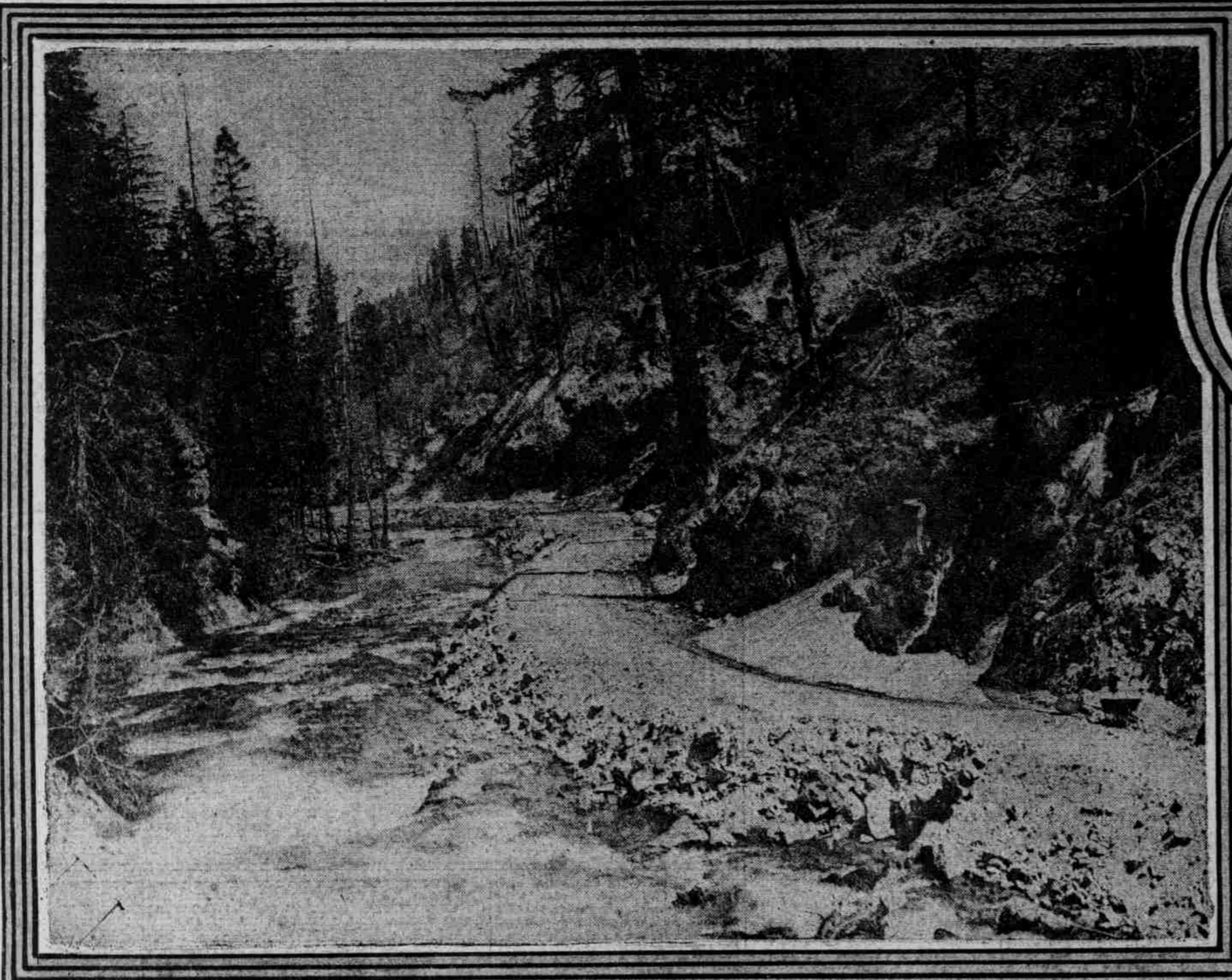


Building the Mount Hood Loop Road

In Hood River County



North End of New Grade, Columbia River Highway Bridge in Background.

Where Road Follows Gorge of East Fork of Hood River

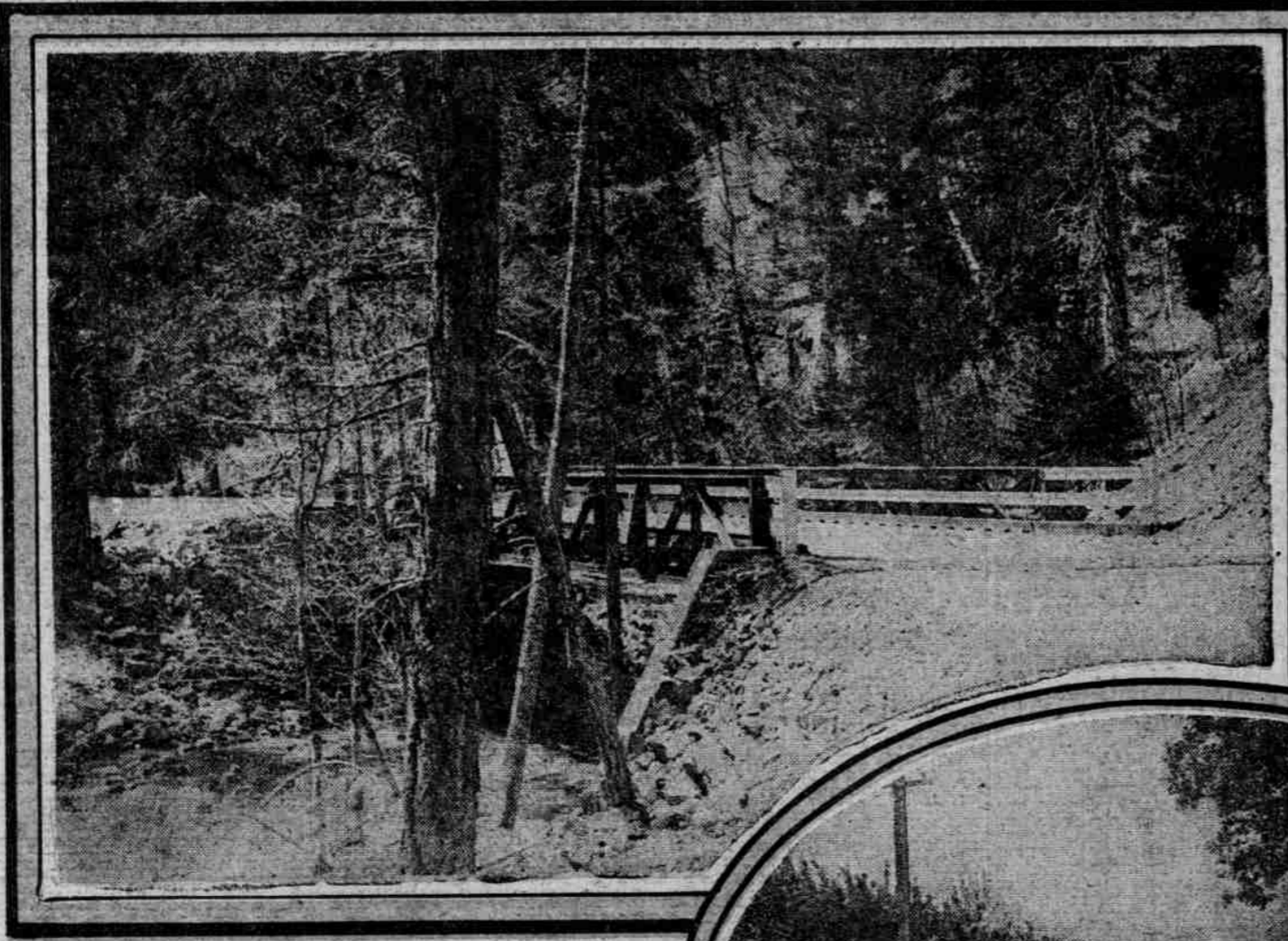
BY H. W. LYMAN.
WHILE construction work on the Clackamas county, or what might be called the Portland end of the Mount Hood loop road, is seriously delayed by the action of the tax supervising and conservation commission in cutting the Multnomah county appropriation for surfacing the new grade out of the budget, activity has begun on a large scale in Hood River county, and the entire valley, as well as that portion of the Oregon national forest to the east of Mount Hood is now a bee hive of road building activity.

With the state highway commission and Hood River county co-operating on a 50-50 basis action has been taken which will mean the completion of the new grade in the Hood River valley this year. Three contracts aggregating approximately \$250,000 have been let and already work is well under way which will complete the grade all the way from the point where it branches off the Columbia river highway just east of the Hood river bridge at Hood River, to the entrance to the Oregon national forest far up at the head of the Hood River valley on the northeast flanks of the mountain.

Approximately six miles of the new grade within the Oregon national forest has already been built, having been completed late last year, and construction crews have already started the work of building this grade on further southward, to its ultimate union with the new highway extending along the south flanks of the mountain from the Clackamas county entrance to the Oregon national forest to Government camp.

Gap Completed This Summer.
Work of constructing the grade on this gap of approximately 17 miles will be completed this summer, it is hoped, while gravel surfacing and bridge building will also start this summer. By the middle of next summer it is expected the loop road in the Oregon national forest, which swings clear behind the mountain, will be passable. Meanwhile the work of building the new grade up the Hood River valley is to go ahead rapidly and by fall it is anticipated the new grade will be completed throughout. As grading is approaching conclusion plans for gravel surfacing will be made and the entire road to the valley should be ready by the summer of 1933.

Thus it may be that by the time the road in the Hood River valley and through the Oregon national forest is completed that section in Clackamas county from Sandy to the Oregon national forest boundary at Big Zig may still be uncompleted, and Portland may find itself in the undesirable position of a tardy partner in the work of completing this greatest of all scenic drives.



New Bridge On Highway Within Forest Reserve.

made the run up the Hood River valley last week end. The trip was made in one of the new Jewett cars, the light six, recently brought out by the Paige organization, and the new car stood the demonstration in splendid shape, its performance throughout adding measurably to the pleasure of the run.

The first glimpse of the new construction was secured just beyond the town of Hood River, the new road branching off the Columbia river highway just east of the bridge over the Hood river. Steam shovels have already partially completed the work of cutting out the new grade along the east bank of the Hood river at this point, the road following the same general location as the old east-side road up the valley. This section of the road will be of scenic character comparable to the Columbia river highway. The new work has destroyed the old grade, and a detour is necessary, cars going to the top of the loops on the highway east of Hood River, and then taking a dirt road to the right. This detour is in excellent shape and offers no difficulties.

From this point onward up the Hood river valley many views of the new grade were secured, particularly

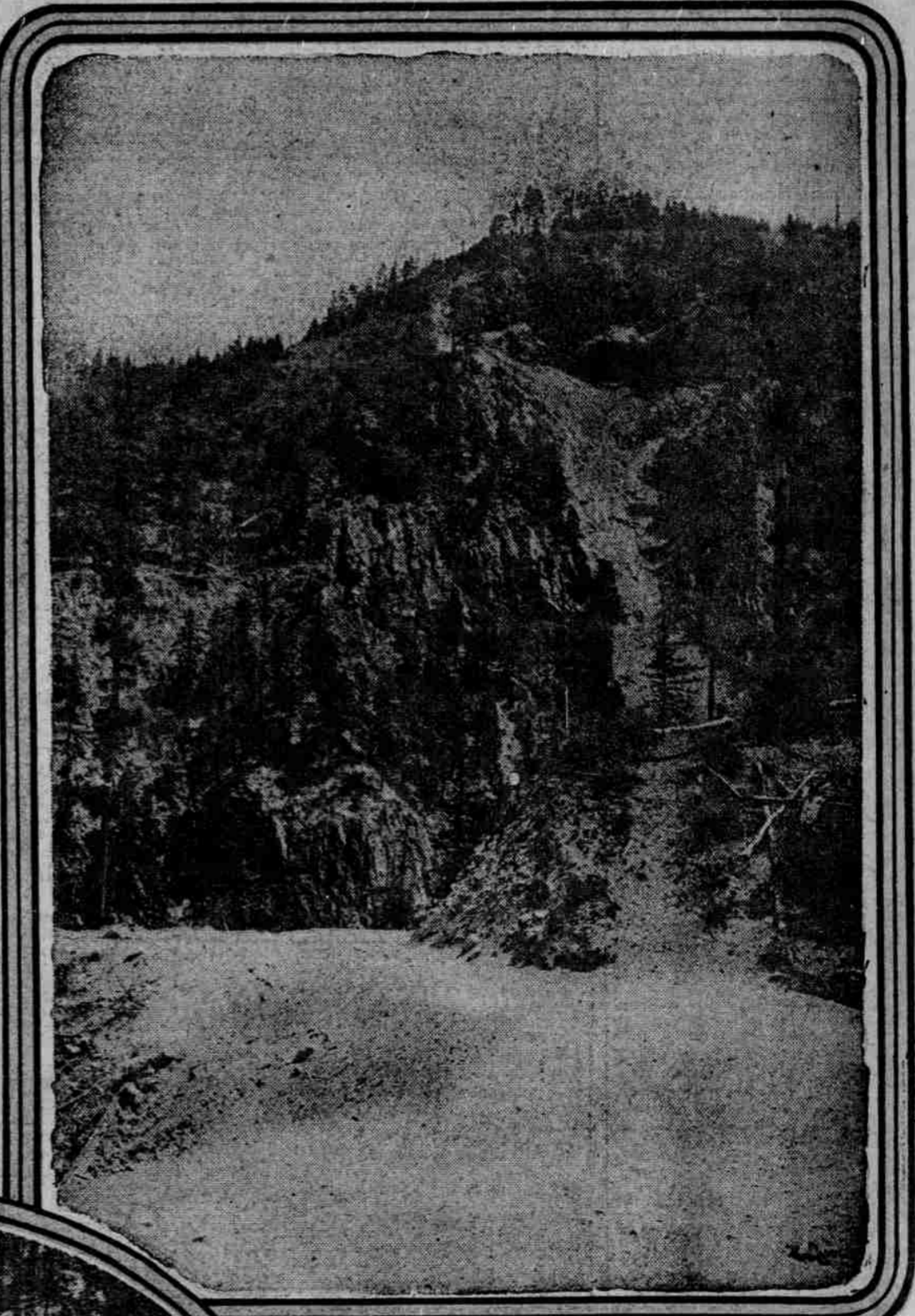
ascending into the canyon of the east in an air line, is obtained, while occasionally small waterfalls come from the level of the river is many views of Mount Adams are reached. From this section of the road great vistas are obtained which it is doubtful can be duplicated anywhere. At several points splendid views of Mount Hood are obtained, while at other points the Hood river valley and many square miles of the Washington can be seen. At one point on the road a splendid view of the mountain stream at one side and Mount Rainier, over 100 miles away on the other.

Horseshoe Trip Made.
In order to go over the new grading work being done in the national forest it was necessary to motor to Mount Hood lodge, the well-known hostelry at the base of the mountain a few miles north of the national forest boundary and located within about a quarter of a mile of the loop road location, and to take horses from there for a 12-mile gallop into the forest reserve. The old road which links up with the new construction in the national forest is virtually impassable to automobile traffic at this time, although later in the summer it probably will be possible for cars to get into the reserve for a few miles.

The section of new construction in the Oregon forest thus glimpsed is one of the most interesting on the entire loop road. The road, which at the forest boundary is many hundred feet above the east fork of the Hood river, winds around the northeast flanks of Mount Hood, gradually de-



New Jewett Six Car On Highway in Hood River Valley.



Where the Road Penetrates the Heart of the Cascades

on up the canyon and to the connection at Government camp will be pushed. The present location calls for the road following the bank of the river for several miles more and then gradually climbing out of the canyon up the southeast bank to the pass into the White river country south of Mount Hood, then crossing the White river and climbing over that watershed to a connection with the old Barlow road at a point a short distance east of Government camp.

It was June 7, a year ago, when the people of Hood River county held a bond election to consider the question of joining with the state highway commission on a 50-50 basis for the construction of the valley trunk line of the Mount Hood loop highway, as the portion within the Hood river valley is known, an approximate 23 miles of road that would not only be an important link in the greatest scenic highway in America, but would become an orchardists' market route for the entire west side, Odell, middle valley and upper Hood river valley sections.

The bonds were voted by three to one and by June 7 this year the new grade will be found under way from the end to end. As a result of the \$350,000 national forest entrance down to the river and a mile or so along the river being already graded. This activity of road construction as a summer work of grading the highway at present in progress. The trunk

Three Contracts Are Let.
Late last fall Joplin & Eldin, Portland contractors, were awarded for \$64,646.50 the contract for cutting the new grade from the Rhoades ranch, in the Odell section, around the west side of Booth hill into the upper valley, a fraction over five miles. It was anticipated that the work would be largely finished during the winter. Heavy snows and continued low temperatures, however, kept the winter camp inactive. Another delay was met with in the discovery of huge boulder formations, where ordinary earth excavation was expected. The contractors are equipped with a small steam shovel, which will not handle the large boulders without blasting. Work on the Booth Hill section will be drawn out through the summer as a result. Simultaneously last winter the highway commission awarded contracts on the other two units. E. A. Webster, for \$114,392, was given the award for building the 4.8-mile grade from the intersection with the Columbia river highway just east of Hood river, to the Odell district. The Johnson Construction company is building the 12 miles from the middle valley to the bounds of the Oregon national forest. The figures of the

(Continued on Page 2.)