

TRUNK HIGHWAY OF JACKSON COUNTY IS TO EXTEND 52 MILES

Proceeds From \$500,000 Bond Issue Will Be Used in Constructing Thoroughfare.

- Jackson County Road in Brief.
- Road authorized under state bonding act.
- Will traverse county to California line.
- Estimated cost is \$500,000.
- Its maximum grade is 6 per cent.
- To be 52 miles long.
- Survey begun in August, 1912.
- First unit to be completed in July, 1913.
- Entire road to be completed by April, 1915.
- Project in charge of Major H. L. Bowly.
- Survey made under direction of Frank A. Kittredge.
- Preliminary survey made by J. S. Howard.
- Estimated cost per mile, \$10,000.

(Special to The Journal.)
Medford, Or., Oct. 11.—The voters of Jackson county, at a special election September 9, authorized a \$500,000 bond issue for the purpose of building a first class highway from the California line northward through the county. This is the first instance in which an election has been held for a similar purpose under the terms of the new law authorizing the several counties to bond themselves for road work. The proposition which was submitted by the county court upon popular petition, was carried by a majority of three to one.

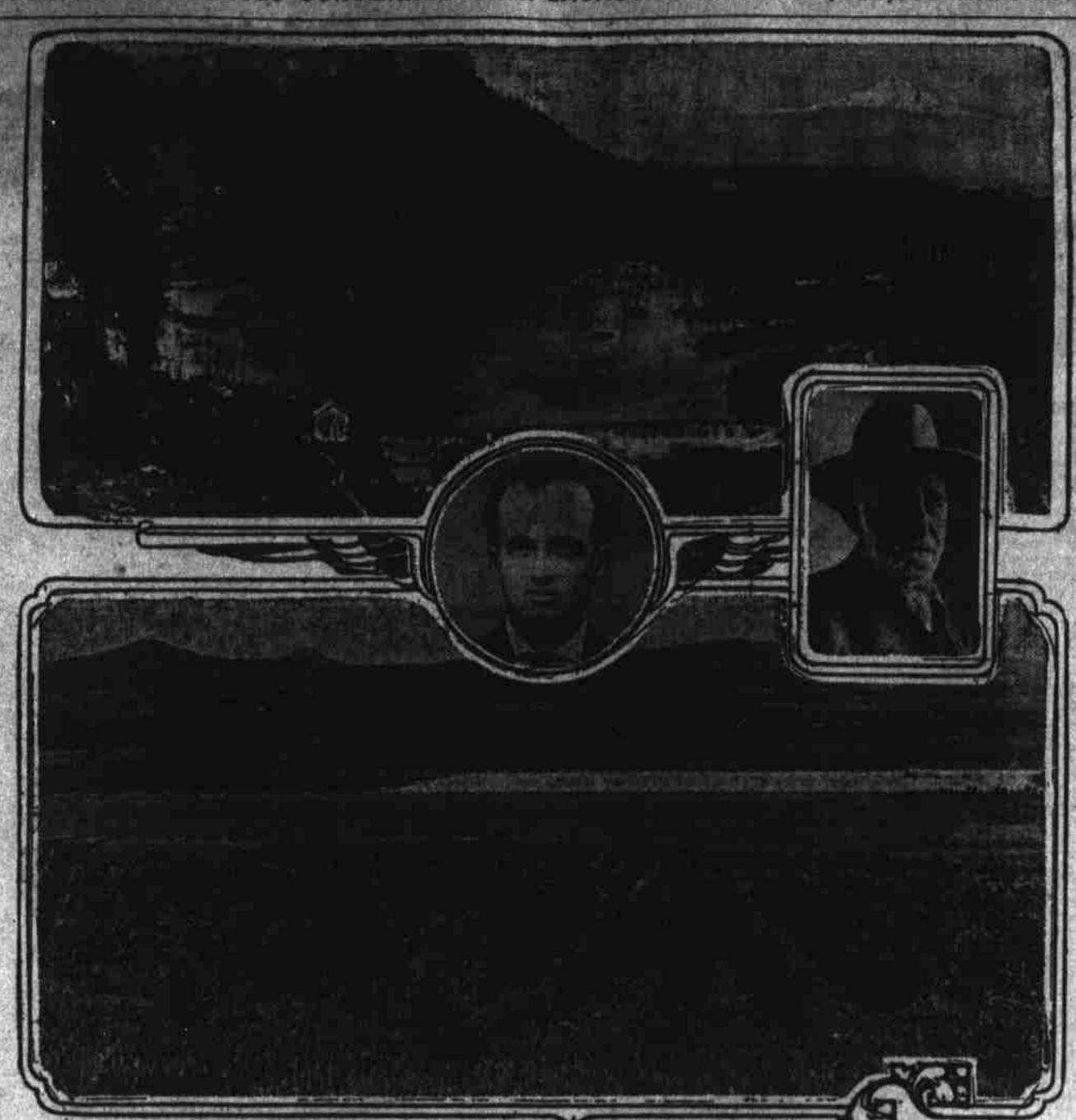
For two miles this new highway, the first unit in the construction of the 52-mile trunk line, will traverse the crest of the Siskiyou, giving the traveler a view of Oregon and California, the snow peaks of Mount Shasta and Mount McLoughlin, the alfalfa fields to the south and machine swept orchards and the silvery Rogue to the north, which for grandeur and beauty can not be excelled in the northwest, if in the country.

The final survey is completed, bids will be sought in a few days for the construction of this first unit, and in eight or 10 months the road will be open from the California line to Ashland.

Twenty thousand dollars a mile is the estimated cost of this stretch of 18 miles which will tap the tourist travel of California for the first time in the history of the state, with a road which for smoothness of surface, solid construction and easy grades will equal the best that California builders can offer.

Although bids for roads of different construction will be asked there is no doubt that this skyline boulevard will be of concrete base with a somewhat "fine" concrete surface, which, accord-

PEOPLE AND PLACES CONCERNED WITH JACKSON COUNTY'S \$500,000 HIGHWAY



Top—Gold Ray dam at which pison the rock for the new road will be crushed. Bottom—New road will pass through valley in southern part of the county before entering the Siskiyou mountains. Inserts, left to right—Frank A. Kittredge, engineer in charge of the work; J. S. Howard, who made the preliminary survey for the Siskiyou grade.

ing to Assistant State Highway Engineer Kittredge will make a thoroughfare practically imperishable when one considers that this road will be almost exclusively an automobile boulevard, there being no teaming or heavy hauling over the Siskiyou at any season of the year.

Easy Grades and Curves.
As for the remainder of the highway the hard surface will be 18 feet in width with a four foot shoulder on either side. In place of a grade from 33 to 35 per cent, as on the old toll road, the new highway will have a maximum grade of six per cent, while all open

curves will have a maximum radius of 100 feet, while closed curves—that is curves where the driver will be unable to see the road before him—will have a maximum radius of 150 feet.

Some idea of the engineering and constructive work necessary on this scenic portion of the road may be gleaned from the fact that the 18 mile stretch, one fourth the entire distance of the new road, will cost \$250,000, or over half the cost of the entire 52 miles.

The people of Jackson county believe that this tap of the California tourist travel will be worth more to this section in dollars and cents than all the

rest of the road put together. California, the second largest automobile owning state in the Union, will undoubtedly pass New York in the next few years. A large proportion of the auto owners in California are people of means who spend a large part of their time seeing the country. Heretofore there has been practically no tourist travel into the Rogue River valley from the south. Oregon has been a closed book to the California motorist. But with this new boulevard joining with the California unit of the Pacific highway, with Crater Lake reached by easy stages from Medford, it is believed that California tourists will come here each season in increasing numbers, and aside from the material benefit accruing from any tourist invasion, it is the firm belief of local residents that a certain proportion of these visitors will become permanent property owners.

State Highway Engineer Bowly goes further than this. "In my opinion," he declares, "the \$500,000 voted by the people of Jackson county will be returned in 1915 alone through the increased tourist travel to their valley during the Panama exposition."

Grade Crossings Eliminated.
J. S. Howard, one of Medford's oldest residents, the city's first mayor and the veteran surveyor who laid the Southern Pacific right of way over the Siskiyou, made the first survey for the new road, and this survey has been amplified by Mr. Kittredge, engineer in charge. The survey has no grade crossings, the new road either passing over or under the Southern Pacific tracks, while all culverts and bridges will be of concrete. In fact, no expense will be spared in making this road not only attractive from a scenic standpoint, and adapted to fast mountain travel, but safe in every way.

F. L. Tou Velle, judge of the county court, not only campaigned vigorously for the \$500,000 road bonds, but recently secured a lease of the Gold Ray rock crusher from Colonel F. H. Ray, which will save the county many thousands of dollars in the construction of the new highway. The price for crushed rock and sand the past few years in this county have been 35 cents a yard each, while under the new arrangement the price per yard for crushed rock to the contractors will be 25 cents, and for sand 20 cents, while the entire plant will be the property of the county when the sales aggregate \$50,000. The lease is a very unusual one, being for 11 months, and only binds the county to buy 100 cubic yards of material. It is probable that the county and state will take over the property eventually and operate it in conjunction.

In order to further lower the labor cost the county court will take advantage of Governor West's offer of convict labor and utilize a 35 room bunk house included in the Gold Ray property, as quarters for the men. County Judge Tou Velle declares this arrangement, with the reduction in price of materials, will save the taxpayers from \$100,000 to \$125,000 on the construction of the new highway.

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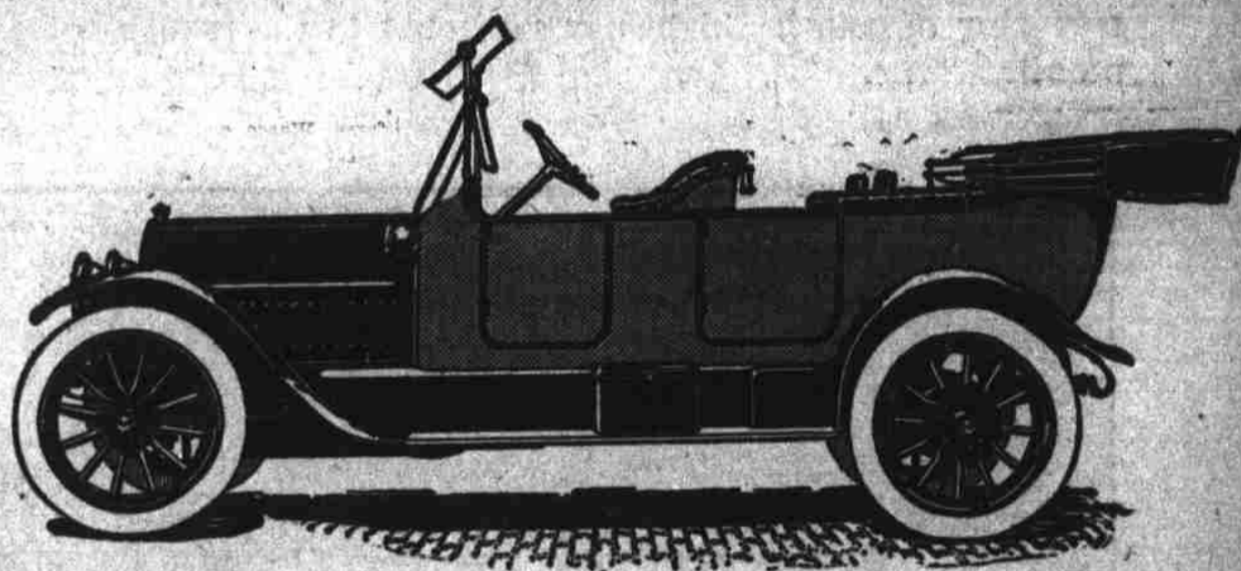
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The depreciation of every 4-cylinder car in the next 12 months is going to be 30 per cent greater than it would have been in any similar period for the past 8 years because the Six-Cylinder Automobile is certainly going to take the place of the Four in cars selling for \$1200 or more.

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—(The following is an extract from an article which appeared in the last issue of Motor Age.)

Wave of Six-Cylinderism
A development of great importance to the industry and the motorist at large is the wave of six-cylinderism which engulfed the highest-priced cars 2 years ago, swept over the next lower grade last year, and now threatens the standing of the fours in the medium-priced cars. Of the sixty makers who have announced for the coming season, fifty of them include sixes in their lines. Eighteen of these will have six-cylinder cars for the first time. Of these, two are new makers, who make their debut in the industry with light sixes as their product. Six of the eighteen six cylinder converts have dropped the four-cylinder models and will pin their faith to sixes exclusively, while the other ten have added light sixes to their previous line. Eighty-three per cent of the makers will have six-cylinder models in 1914 if the present record is kept up in the forthcoming announcements of the remaining makers. This means that between 50 and 60 per cent of the chassis models will be six-cylinder.

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What the Studebaker "SIX" IS
It is a first car whose six-cylinder motor delivers power with incredible smoothness.
In any given number of revolutions there are 50 per cent more power impulses than in most cars.
This produces an even flow of power, which you must experience to understand.
As a result a lighter fly wheel is used.
Again, this smooth flow of power reduces to nothingness the shock which in most cars the motor explosions throw against the teeth of the transmission gears, and which in such cars a heavy fly wheel must be used to lessen. Consequently all the gears in the \$1675 Studebaker "SIX" wear far longer.
For the same reason, the motor parts are relieved of vibration by at least 50 per cent.
Again, this results in much longer wear.
Studebaker MANUFACTURES THIS "SIX"
It has been said by others that a "SIX" cannot be manufactured for less than \$2000.
Strictly speaking from their point of view, this is true, because

other Sixes—practically every other six under \$3000—are "assembled" cars, and no good Six can be "assembled" under \$2000.
The answer is that the \$1675 Studebaker "SIX" is manufactured complete in Studebaker plants, from top to treads, from cylinders to rear axle.
Never forget that. It is the first and great advantage of every Studebaker product.
A Six Should Never Be "Assembled"
The reason sixes for so long were unsuccessful was because companies tried to "assemble" them.
And a successful six depends absolutely upon the perfect co-ordination of all parts, with the overcoming of vibration at every speed, which can never be attained in an "assembled" car.
An "assembled" Six is of all cars the most dangerous, because the very harmony of all parts, in design, manufacture and adjustment—the one thing most vital to the car—is the most difficult to obtain by "assembling" methods.
How Well the \$1675 Studebaker "SIX" Is Manufactured
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