

\$1,000,000 WILL BUILD HIGHWAY CRATER TO HOOD

Estimates of Forestry Officials More Favorable Than Expected; Easy Grades Found Most of Way

The proposed Oregon skyline road from Mount Hood to Crater lake is entirely feasible, according to a report made by a party of forest service officials who have just completed a three months' exploration over the proposed route.

Public interest was aroused in the project last spring and the trip was made to determine whether the building of the road would be practical.

The report of the forest service officials follows:

"The main point proved by the examination of the summits of the Oregon Cascades is that it is possible to put in a skyline road on very good grades. With rather general figures in hand we may hazard the statement that it will be a high-grade road both ways from beginning to end. The statement is absolutely safe as to 99 per cent of the route.

"It is so much easier in fact, for the most part, than had been expected that the findings come as very much of a surprise to many who had thought that aside from the possibility of the under-taking the expense would not be justified.

"Ninety per cent of the distance involves such simple and economic construction that the remaining tenth of more or less difficult construction must not hold back the enterprise.

16-FOOT ROAD FOR MILLION

"Actual cost figures are of course only possible by careful location survey, but the preliminary examinations show the surprising fact that for a 16-foot dirt road with ditches on each side it will be not over a million dollar project. A 16-foot dirt road would almost double the cost.

"It is a great pleasure to cut down the original estimate of \$2,500,000 to \$1,000,000 or even \$1,000,000 for the narrow road. The narrow road should be planned on and the tourist revenue be allowed to finance the necessary enlargements. When an automobile may travel from Mount Hood to Crater lake through the highlands of Oregon, there is no state in the Union will have a more popular highway.

"At present we have the following high ways and roads that cross the Oregon Cascades beginning at the north end:

"The Mount Hood Loop and its spur from Government Camp to Wapinitia and Northeastern Oregon, which may now be traveled by automobile.

CONNECTIONS EASY

"The Santiam road from Albany to Bend may be traveled to the summit from the east side by automobile. Improvements are planned on the west side to connect with the Skyline.

"The McKenzie highway from Eugene to Bend via McKenzie bridge, has been traveled by autos for several years.

"The Oregon military road from Eugene to Eastern Oregon, via Oakridge and Crescent, which is now a wagon road, but may be traveled in autos with some difficulty, except for about 10 miles from the summit west.

"The old Fort Klamath military road from the Dallas-California highway to Diamond lake, thence down the Rogue river by way of the old Rogue river road to Medford.

"The Medford to Klamath falls, via Crater lake auto road, the south end of the proposed route and including the picturesque Rim road of the Crater park.

THREE ROADS PASSABLE

"This gives a total of six trans-Cascade roads and highways, half of which are now passable to automobiles. The fourth needs but little work and will be connected through within a year or less. While the two remaining are not definitely planned for improvements, it can only be a matter of a short time before one will be remedied and even the most indefinite, the Santiam, can hardly be left in the cold for long, since it is already passable to autos for a great distance.

"The total distance from Crater Lake park to the Mount Hood Loop highway in an air line is 150 miles. The Skyline in its crooks and turns, which are never devious, but necessarily somewhat of a meander in order to strike the several passes and principal scenic features, will be very close to 200 miles in length.

"The greatest distance of the Skyline from the main summits will be at Crescent lake, the east end of which is eight miles from Diamond peak, but which even at this distance, is a real short cut and is close to the straight line between the two great objectives.

"Between Crater park and the Minto trail, just south of Mount Jefferson, the most exactly two-thirds of the total distance, the most available route has been marked with enameled metal signs 'Oregon Skyline Trail,' and is now ready for travel on foot or horseback. It makes of necessity rather out-of-the-way detours to get the best and safest route.

"This signed-up route includes most of the scenic features that will be brought out by the finished route. It is planned to finish signing the trail from Minto trail north to the Mount Hood loop at the earliest opportunity. As fast as improvements are made signs will be removed and put up on the newer route.

"The Oregon Skyline trail route encounters two general types of scenery, lake and mountain. Of the rivers, only the headwaters are crossed and side trips are necessary to see the hundreds of beautiful falls and rapids below. The generous supply of timber in the Oregon mountains greatly enhances the beautiful settings of our lakes and mountains, especially as compared to other less fortunate states bordering on the Pacific, where scenery is bold and striking, but where trees are only a happening and where frequently the softening effect of timber cover is much needed to break a monotony of precipice and rock.

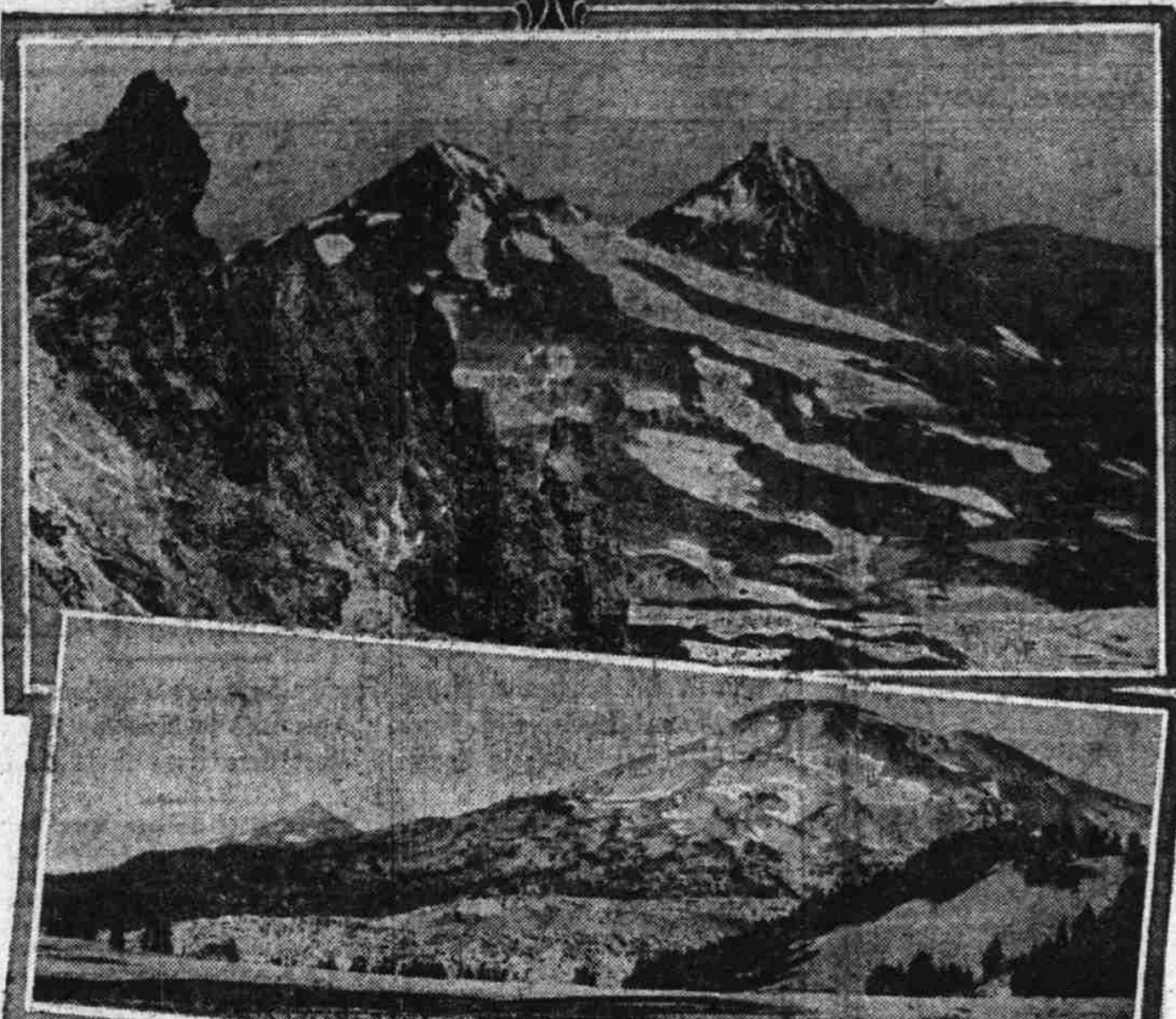
FISHING AVAILABLE

"From Crater park to the south Sister the route passes through a timbered country, whose sameness is broken by a series of large and smaller lakes. The larger lakes are all stocked with trout. The Skyline party, as a side issue, stocked a number of smaller lakes with a total of 60,000 Eastern brook fish which in two or three years will add greatly to the trout supply.

"Going to the south and west of the South Sister we abruptly leave the lake region and are brought in contact with a sterner type of scenery, gradually ascending to an elevation of 8000 to 7000, partly to head steep, rocky canyons and ridges, thereby eliminating the enormous costs of construction incident to the lower country, and principally because the high trail traverses a wonderland of mountain meadows, mesas, valleys and ridges.

"The more open type of alpine timber allows to the eastward an ever-changing close-up panorama of the Three Sisters; and to the westward a slowly moving

BIG STUFF ON THE SKYLINE SURVEY



panorama of the breaking down of the Cascades to the coastal plains. Here one has the opportunity to camp on the glacial streams and if he wishes make a quick ascent of any of the Sisters or all of them if he is able. All have been climbed, but the North Sister is very forbidding indeed and even out of the hardy Mazama organization but few have made the attempt and succeeded.

LAVA FIELD CROSSED

"Leaving the Sisters on the way northward we cross an immense lava field which has submerged a large part of the summit country between the North Sister and Mount Washington. By very good fortune nature has reserved strips of lava or soil along close to the desired route. We may therefore cut down the actual sharp, difficult lava to a total distance of 2 1/2 miles by taking advantage of these rifts in a lava blanket which spreads out generally over a territory about nine miles in width on the west side of the Cascades.

"West of Mt. Washington and Three Fingered Jack the Skyline traverses an immense old turn at a considerable lower elevation than the location near the Sisters, but through mostly a country of ever-varying mesas, gentle ridges and slopes and benches dotted here and there with beautiful little lakes and always close to the impending unattainable peaks above.

"As soon as warranted by Skyline traffic, beginning next summer in fact, over parts of the route, the sheep-grazing will be limited to areas not conflicting with the traveled route.

HIGH ELEVATION FOLLOWED

"From the sides of Three Fingered Jack we descend to cross the old Minto trail in a very low pass of the Cascades, and take up the west side of Mt. Jefferson, rounding it at rather high elevations over mesas, ridges and mostly gently topographical features similar to those at the Sisters and surprisingly easy as long as we kept sufficiently high.

"A rather difficult engineering feat is involved in getting to Jefferson Park, on the north side of Mt. Jefferson, but from there the location leads over comparatively easy, gently rounding ridges, taking almost the exact summit of the Cascades through to the Mt. Hood loop. The great scenic outlooks from the Skyline trail lay between the South Sister and Mt. Jefferson. It is in this stretch that we get the big outlook to the west that takes in the Coast range across the

Top—Three Sisters. Middle upper—Great mesa, with South Sister to right. Lower middle—Typical skyline country. Lower—Looking down on the lake country. Map shows proposed road.

Williamette valley at a hundred miles, and almost the same distance to the eastward across the magnificent plains of Eastern Oregon a sight of the Blue mountains.

"Specifications for airplane landings were taken. Although none of the Skyline party were experts in aeronautical lines, they sized up a goodly scattering of what should make good airplane landing and bases. There were many large flats and benches at various points along the route. Not all are ideal at present, some being more or less covered by scattering timber, some perhaps a little too rolling and a few without water facilities close by."

Lake Creek Road Plan Is Discussed

The Corvallis Commercial club, at its Tuesday noon meeting, had under consideration the raising of money to assist in the construction of about five miles of highway from the southwest corner part of Benton county across the mountains into the Lake Creek country, to help the people of that fertile and prosperous valley to get out to a market by a much shorter route than any they have now. Such a road would connect the Lake Creek country with

Glenbrook, Alpine, Monroe and Corvallis. It is estimated that the cost of the road will be about \$15,000, and that the Lake Creek valley people will raise at least one half of it, if the remainder can be raised on this side. Walter K. Taylor and County Agent George W. Kahle of Corvallis are acquainted with the valley and they say it is very rich in fine farms and contains a prosperous community who are in great need of such an outlet.

EASY DRIVING NOW TO SCENE OF BIG GAMES

(Continued From Page One)

thing to worry about is the habit some people have of parking cars just around a turn with all four wheels on the paving. As this practice is somewhat prevalent most motorists are prepared for the hazard and it is very seldom that anything happens. The road between Canby and Aurora by way of Barlow defies description and is impervious to criticism. Natives say that just as soon as the new road is graded across the river, where a fine new bridge has been built, the infamous old stretch will be no more. We hope so. Last week motorists were taking their own time driving that 4.7 miles, those few trying to make time having all they could do to keep their cars somewhere near the ground. When the new road is put in, the crossings at Canby and Barlow will be eliminated. The road will stay on the south side of the tracks, cutting the edge of Barlow and continuing across the marshes.

BADLY BUTTED

The recent grading on the cutoff between Barlow and Aurora is bad, the soft fill having been badly rutted by trucks and cars with an excellent chance to get stuck. It's a one way road by the marsh point, and that up over the hill is, in spots, not much better. Many loads of rock will have to be laid before the road can be trusted for winter travel. Beyond Aurora no bad or rough road is to be found until the edge of Salem, where, for some reason or other—there are always apparently excellent reasons for not doing something—paving has never been laid. The road is of gravel. Possibly one cause for such a road at the city limits of the capital of the state is to slow down speeding motorists before they run over the state capitol.

From Salem to Corvallis the best road is by way of Independence, crossing the bridge at Salem. The road is paved for six miles, the hard stuff ending at the forks, one road leading to Independence and the other going to Rickreall. Many people are going by Rickreall to take advantage of the paving between that town and Monmouth. "This is a fair way to go, but little is saved in time or comfort. One has to go to Independence, anyway, and the Independence-Wellsville stretch is the real rough part of the route. Turn left six miles south of Salem. But here's good news. Eventually the road will be paved between Monmouth and Corvallis, and then the main highway will lead through Rickreall, Monmouth and Corvallis.

DETROU IS NECESSARY

The construction work between the end of the paving and Monmouth out of Corvallis is now so rough that a detour along the old road is necessary. That is the way and the wherefor for going through Independence at present, turning to the right 11 miles out of town, and taking the Wellsville road. This crosses the tracks at Wellsville station and ties onto the paving of the Corvallis-Monmouth turnpike at a point 10 miles from Corvallis. From here on into Corvallis the road is good, with the

exception of a 2.5 mile detour necessary where a short stretch or two of crust has not been put on the rockwork. Motorists will find 7.5 miles of paving in all and a short rough stretch just on the edge of Corvallis where the traveler will enter the town by way of Ninth street.

The road from Corvallis to Eugene is no doubt always will be that through Monroe and Junction City. By crossing the town and taking the bridge over Mary's river, near the log chute, one reaches the long stretch of macadam leading to Monroe. This road in times past has been noted for the splendid condition of the macadam. Those who traveled the road last fall and go over it again this fall will be surprised. It's not what it used to be. Many stretches have holes dug out, rats grace the surface of the road in others, and where the hurrying motorist once went 40 miles an hour he now goes 30. Taking that stretch altogether—that is, making a fair average of the length from Corvallis to a point six miles from Monroe—it is the best piece of macadam in the state and always will be. That for the reason that very few miles of macadam road in the state are any good.

DRIVING TIME SIX HOURS

There is some paving into Monroe from a point six miles out. Last Sunday a gang of men were busily linking together stretches of paving for the completion of the stretch. They claimed that the road work would be completed within the week, meaning that by the next time motorists will have to go south to see a good football game 22 of

the 42 miles between Corvallis and Eugene will be under hard surface. The road between Monroe and Junction City, though unpaved, is good road, wide and smooth and with evidence of careful grading and trimming. This portion of the road will be let soon and, like the 11 miles unpaved between Monroe and Corvallis, will ultimately become a long ribbon of motoring delight. From Junction City to Eugene the road is a single block of paving.

No one need fear the road to either Corvallis or Eugene. The major part of it is fair and may be driven in six hours. Of the total of 133 miles to Eugene, 83.5 are paved.

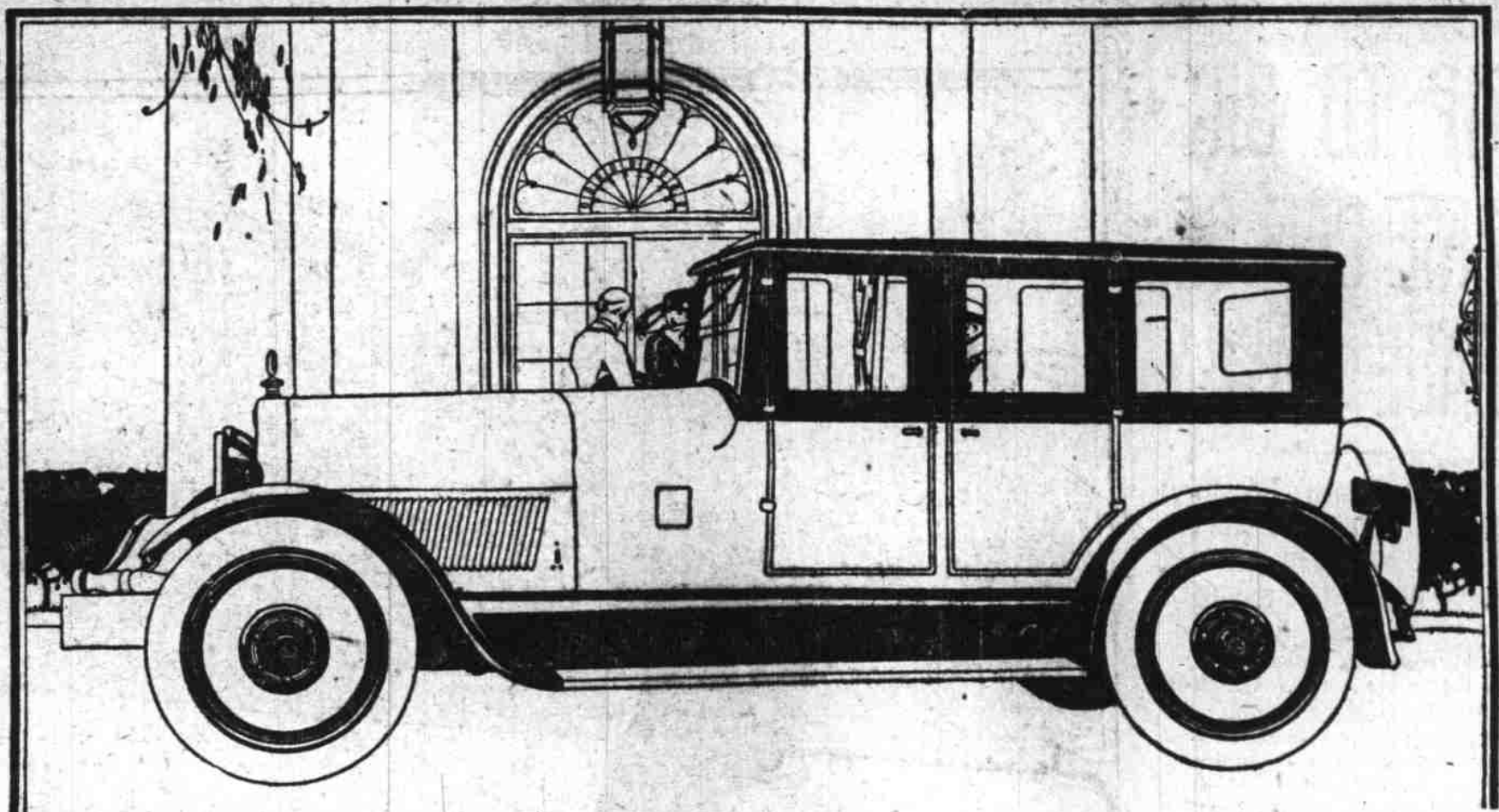
Speeders "On Hip"

Athenian coppers have a rather unique

method of getting and punishing speeders, says Motor Life. The town cannot afford motorcycle cops, so each one is equipped with a plank studded with nails. If he sees a car coming up the lane the lawful pace, he throws his plank out on the road. If the car is speeding its tires are punctured. If not, it can stop before it reaches the plank.

Asks Autos to Fight Bandits

Believing that automobiles are a necessity in fighting the automobile bandits in Philadelphia, the director of public safety asked that the police bureau be provided with 11 high powered motor cars for fighting this type of criminal.



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