

PORTLAND, OREGON, SUNDAY MORNING, AUGUST 21, 1921.

## PICTURESQUE KLAMATH COUNTY ROADS

### KLAMATH ROAD DIFFERS FROM ANY OTHER ONE

Unrivalled View of Lake and Mountain, Possessed by No Other Highway, Is to Be Had From It.

By R. C. Johnson

Klamath county has one of the most picturesque highways in Oregon. It is the drive along the eastern shore of upper Klamath lake. It is distinguished from other scenic highways in the state from the fact that it presents an unrivalled view of lake and mountain. For a distance of approximately 20 miles the highway, which is a link in the Dalles-Columbia highway, skirts the shore of the lake rising at times to an elevation of several hundred feet as it rounds rocky points. For miles the lake lies before the eye to be lost in the fringe of green timber and the serrated ridges of the Cascade mountains over which Mount McLoughlin, or as it is most popularly termed, Mount Pitt, stands sentinel at an elevation of approximately 8000 feet above the sea. Along the highway are several large sawmills and a few ranches.

#### MOST MAGNIFICENT

The most commanding point on the highway is known as M'odoc point, a large promontory where the highway reaches its highest elevation above the water, some 20 miles north of Klamath Falls. It is a local tradition that the late E. H. Harriman pronounced the view from this point one of the most magnificent in the United States. From it one can see over Pelican bay and the upper end of the lake and under favorable atmospheric conditions the white summit of Mount Shasta springs into view.

The highway is not only a scenic highway but it is one of the commercial roads of Klamath county as it connects Klamath Falls with the rich country of the Klamath Indian agency.

It is one of the original roads of the county but it underwent modification when the railroad came. In making the railroad grade a great deal of the highway was appropriated with the result that the highway became a series of steep pitches and sharp turns. This condition has now been eliminated by the completion of a standard grade from Alton to Lamm's Mill. Of this new grade there only remains to be macadamized a five-mile stretch between Barclay Springs and Lamm's mill. The cost of the new highway will approximate \$300,000. The work has been cooperative between the state, federal government and the county.

#### NOT BE DONE OVER

The first section of the highway to be put under construction was from the north city limits of Klamath Falls through Pelican city to a junction with the old road for a total length of 3.3 miles. The new road is more scenic and shorter than the old road and eliminates "Adobe Hill," one of the worst pieces of road in the county during the winter season. The railroad track is crossed with an overhead structure about one mile north of Pelican city. Grading and macadamizing on this section was begun late in the fall of 1918 and finished in the fall of 1920. The work was done by the Klamath county court on the basis of cost plus 10 per cent.

When finished the job was unsatisfactory and the cost had greatly exceeded the estimate. It will have to be gone over again.

The next section of the highway to be put under contract was the one north of the above mentioned to the southern boundary of the Klamath Indian reservation at Barclay Springs, a distance of approximately nine miles. This contract in 1919 but the work moved slowly. It was not completed until quite recently. The total estimate of the cost of this section is \$24,497. Of this amount the state is to pay \$24,497, the county \$24,375 and the federal government \$7,727.

The last section, from Barclay Springs to Lamm's mill, a distance of five miles, was let early this spring to the Warren Construction company for grading and was finished shortly after the first of the present month. The estimated cost is \$21,900 of which the county contributed \$22,000. There was no federal aid on this project.

During construction the county operated a ferry between Barclay Springs and Lamm's mill at a cost of about \$30 per day to take care of the traffic. It is expected that the state will reimburse the county a part of the cost.

#### ONLY RECENTLY COMPLETED

In addition to the lake shore drive other highway work in Klamath county by the state included the road between Klamath Falls and Dairy, the Sprague River valley. It is also a part of the Lakeview-Klamath Falls highway. The new road follows closely the old road but eliminates a grade crossing near Dairy by means of an overhead crossing. The cost of the project is estimated at \$160,000. Of this amount the state and county each contribute \$40,000 and the federal government \$80,000.



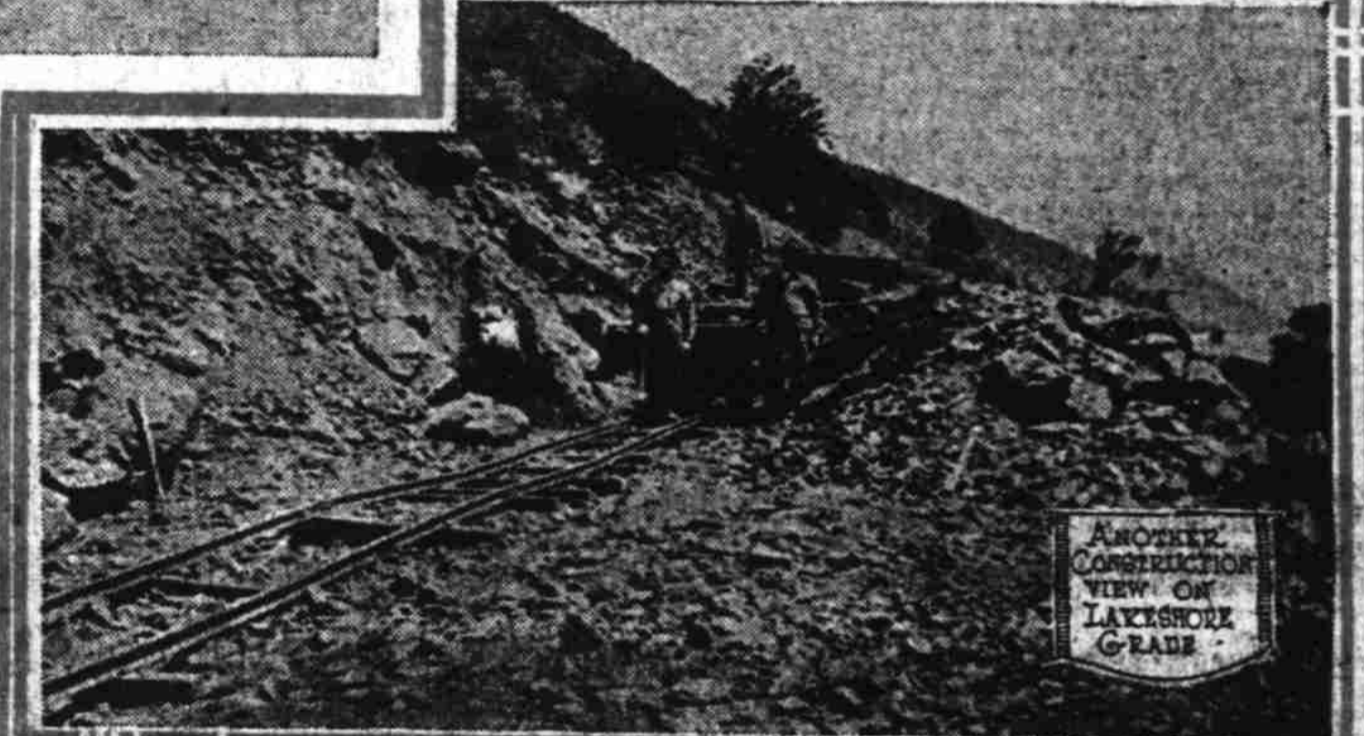
RURAL LIFE ON KLAMATH FALLS-MERRILL ROAD.



A SCENIC VIEW OF THE KLAMATH FALLS ROAD.



CONSTRUCTING A NEW GRADE ON THE SHORE OF UPPER KLAMATH LAKE.



ANOTHER CONSTRUCTION VIEW OF LAKE SHORE GRADE.

### AUTO STAGES LAYING PLANS FOR TERMINAL

Property at Park and Yamhill Is Leased; Structure to Be Erected if Proposition Approved by City Council.

Residence buildings on the quarter block at the corner of Yamhill and Park streets are being torn down at the direction of the Oregon Stage Terminal company, which has leased this property from the Corbett estate as the site for the new terminal stage depot, which will be a modern building containing waiting rooms, ticket offices, etc. and providing a sheltered place for the loading and unloading of stage passengers. Although this site has not been approved by the city council, directors of the terminal company feel sure it will meet with the council's approval and are proceeding with their plans accordingly.

The new building will resemble a regular station in many respects. According to tentative plans the building will be a one-story structure of California mission style and will cost between \$20,000 and \$25,000.

It is expected that at least 100 stages will be using the terminal as soon as it is completed, and since many of these make more than one start each day, it will mean a regular service to all the important points within a radius of 100 miles of Portland.

#### DEVELOPMENT RAPID

The development of the auto stage business has been very rapid. Started less than a dozen years ago, it has grown to such proportions that the stage terminals upon the streets caused too much congestion and the city council, in an effort to leave more room for traffic, passed an ordinance which gives the companies until August 29 to find quarters outside the downtown congested district. The stage companies are confident they will be given more time as soon as it is seen that they actually have plans under way for the new terminal.

The new terminal will be one of the most modern in the country and marks

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### NEW CHEVROLET 490 IS RECEIVED HERE

1922 Model of Popular Car Has Many Improvements Over Previous Models.

The 1922 Chevrolet is in more than one respect a new car. First of all the much discussed rear axle has undergone entire reconstruction, the new mechanism including spiral ring and pinion gears, new departure ball bearings and propeller shaft. Another change, and this will be an open argument among those who have preferred the pedal emergency brake and separation of clutch and service brake pedals. Timken bearing will be used on the front wheels and the batteries will be of the threaded rubber style, the latest in battery construction. The clutch also will positively be non-slipping and non-grabbing.

The car is on exhibition at the Fields Motor Car company salesrooms, Fourteenth and Alder, and at their branches at Grand avenue and East Burnside, St. Johns, Gresham and Sellwood.

### Highways Beginning To Show Effect of Heavy Travel in East

Aberdeen, Wash., Aug. 20.—Highways across the entire United States are in good shape, though somewhat better east of the Mississippi river than west of it, is the statement of George W. Mearns, who has returned from an auto trip to New York. The roads, however, he says are beginning to show the effect of the heavy travel, and much repair will be necessary later on.

Great strides forward have been made in the building of concrete roads in most of the Eastern states, and President Harding is said to be taking much interest in good road development.

### 'Death Curve' in Nisqually Canyon Is to Be Remedied

Tacoma, Aug. 20.—(Special).—Plans for a permanent roadway through the Nisqually canyon are under way here following two fatal automobile accidents in which tourists on their way to Rainier National park were dashed to death 75 feet below when their machines left the road. To date this stretch of road has claimed three by death and has left six injured. Two of the dead were women. The accidents in both cases were caused by a caving of the outer portion of the guard rail placed in position in the more dangerous places, according to the state highway department.

### Price Cut in GMC Trucks Announced By General Motors

Among price revisions downward in the automotive world this year, of importance to business interests, is the sweeping reduction in the selling price of GMC trucks, announced by the General Motors Truck company.

This is made possible by greater production in all capacities. The flat cut of \$500 in the instance of the one-ton GMC is the most marked. This truck, known as model K-16, is the outgrowth of the model that was made a standard of the United States army. The current model presents many refinements.

Principal among them is the new GMC engine with removable cylinder walls, proven by comprehensive tests to be without a superior for its purpose. This truck also has electric lights and starter, larger brakes, pressure lubricating system, cord tires and many desirable betterments.

### Maxwell Proves Its Economy in Test on Course of 256 Miles

"In a recent economy test staged by the Associated Motor Car dealers of Sacramento, the Maxwell again proved its economy," says T. R. Harrington, local Maxwell-Chalmers dealer.

"Over a difficult course of 256 miles, from Sacramento to Lake Tahoe and back, the Maxwell returned a class winner, with an average of 24.4 miles per gallon of gasoline.

"In the last few weeks a Maxwell has broken the record for time between Portland and Oakland; another beat the fastest train between Sacramento and Reno by two and a half hours; a third has climbed the Old Toll house grade near Fresno, in second gear, the first car to officially accomplish this feat, and now a fourth Maxwell takes class honors in a difficult economy run.

"All of these achievements certainly bear out our claims for the durability, power and economy of the Maxwell."

### Portland Company to Distribute New Line

Following several months of careful investigation the Portland Tire company has taken on the Henderson line of cord and fabric tires. This company, which has its factories at Columbus, Ohio, has been engaged in the manufacture of tires for the last 14 years, and is said to have the highest reputation for efficiency of its product. It guarantees its cords for 8000 miles and its fabrics for 6000. The Portland Tire company received an initial carload of cords August 1 and late last week reported that it had entirely disposed of them to car users.

USE IS EXTENSIVE  
The use of benzol in combination with alcohol in manufacturing cheap automobile fuels is becoming more extensive in foreign countries, and with the unlimited spirits available great progress has been made.

### PERFECT TIME IS ENJOYED BY ALL

Tire Company Is Host to Employees at Banquet and Entertainment.

The entire force of the two stores of the Perfection Tire company of Portland were entertained and feasted Monday evening at Laurelhurst park in honor of the first anniversary of the opening of the Perfection Tire building.

Portland was selected as the foremost city on the Pacific coast for the building of the first exclusive Perfection Tire store. Business grew so rapidly that within six months' time it became necessary to secure another large prominent location in order to handle the fast increasing retail demand.

The floor space of the two big retail stores, 60 Broadway added to that of Tenth and Stark streets, make the largest retail salesrooms of any tire company on the Pacific coast.

The party Monday evening was given in appreciation of the valuable cooperation of the employees during the last year. The following attended: Mr. and Mrs. E. F. Carver, Mr. and Mrs. James Randall, Mr. and Mrs. Fred T. Merrill, Mr. and Mrs. Roy Randall, Mr. and Mrs. F. Raymond, Mr. and Mrs. W. L. Bartlett, Mr. and Mrs. W. Crider, Mrs. V. Farrin and Jack J. Swartz, Charles Cox, A. Braman, R. G. Poppe, John Walter, J. Pierson, B. Pounder, F. Tobin, Sybil Brooke, Jean Brooke, Miss W. Bradford, Minnie E. Palmer.

### Government Aid Is Sought for Cut-Off

Yakima, Aug. 20.—Government cooperation in the matter of building the cutoff road from Yakima to the Columbia river by way of White Swan and Clearwood to White Salmon is promised by Don W. Carr, superintendent of the Yakima reservation, who assured the county commissioners he will forward their formal application for an easement over the reservation to the secretary of the interior with his endorsement. Carr suggested a route through Cedar valley to cross the Klickitat at Parrott's farm, saving some distance and requiring but one bridge. The county engineer will inspect the route in a few days to get descriptions for the formal application for easement.

TAKE IMPORTANT PART  
The Detroit Automobile club has taken an important part in the extension of educational traffic work; and, in addition to placing directions and safety signs on telegraph poles covering more than 2000 miles of the country roads, conducted a safety first campaign four last year over 2000 miles of roads.

DEPOSIT IS HEAVY  
Owners of foreign automobiles are required to deposit 55 per cent of the value of the machine before they are allowed to cross the Spanish and Swiss frontiers.

## Hudson and Essex Prices Again Reduced!

Hudson Super-Six \$1895  
Essex - - - - \$1375

F. O. B. FACTORY  
Effective August 17

These Are the Lowest Prices at Which These Models Have Ever Been Sold

You will understand something of the value this gives to the Hudson Super-Six when you remember that at \$2600 it was the world's largest-selling fine car. Today's price saves you \$705.

## Essex Further Leads All in Its Class

Everybody has always classed Essex with costly cars in performance, endurance and appearance. It combines with those qualities the economy of light cars in fuel, oil and tires. Thousands of owners report as high as 25,000 miles of service with scarcely any maintenance cost.

More than 50,000 Essex cars are in service. For the performance and endurance given Essex had no rival at its last year's price of \$1795.

What can approach it today with this saving of \$420?

At lower prices than they have ever sold for, you can get either a Super-Six or an Essex this year and have the best months in which to enjoy it.

**C. L. BOSS AUTOMOBILE CO.**  
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