

ENGINEER TELLS OF BEAUTIES OF MT. HOOD LOOP

Highway, Now Well Under Way, Is to Provide 170-Mile Trip Over an Unsurpassed Country

By Philip H. Dater
District Engineer, United States Forest Service

The pioneers of three score and ten years ago came over the Cascades by ox team and horse. In less than 20 years our entire transportation system has changed. The motor vehicle has increased our radius of travel by 10 or 20 times.

Nature was just as beautiful on the slopes of Mt. Hood in the days of the pioneer as now, but few people ever saw the beauties. Transportation at that time forbade. With our present motor transportation a good road to and around Oregon's famous sentinel becomes entirely practical. The dreamer who proposed the Mt. Hood loop road may be still a dreamer of dreams with greater fields to conquer, but no longer is that dreamer stigmatized as impractical. The loop is almost a fact.

CONSTRUCTION UNDER WAY

The first agitation for a modern road encircling Mt. Hood was a little more than a dozen years ago. At that time there was division of opinion as to details of route and the discussion served to attract sufficient attention to make the project a reality. In 1915 survey was made by the government of the portion of the loop from Government camp to the north boundary of the Oregon national forest. Funds for construction were not available until early in 1919. Since 1919 construction has been in progress steadily.

The round trip from Portland via the Mt. Hood loop will register about 170 miles. From Portland one travels on paved highways to Gresham, thence to Sandy and Zig Zag at the western boundary of the Oregon national forest. The real climb begins a little east of Zig Zag but it is no longer the steep, crooked and rough way that formerly tried the patience of the venturesome. Instead of 20 per cent grades the traveler now finds six per cent. Laurel hill no longer has terrors for the motorist. Near the top of Laurel hill there are some wonderful views to be had of Mt. Hood. In rododendron time the hillside, covered with the cheerful pink blossoms, are wonderful welcome to the forest, tending for the moment to make one forget the terrible havoc that fire has wrought along this ridge. At Government camp the old hotel made famous in mountain climbing annals because of the many parties that have scaled Mt. Hood, using Government camp as headquarters.

A mile beyond Government camp is Summit meadows, about 3900 feet elevation. Nearby the traveler will find camping grounds, mostly undeveloped to be sure, but with excellent water available. The loop road skirts the edge of the meadows and follows roughly the route of the old Barlow road to Barlow Pass (elevation 4155), thence to Bennett Pass (elevation 4675), from which pass the road descends along the north boundary of the Oregon national forest about 19 miles from Government camp, from which north boundary it is nearly 24 miles to the city of Hood River. Thirty-seven miles of the loop road is within the national forest. The old Oak Grove road from Summit meadows to Westport has been completely rebuilt and contract has been let for the reconstruction of the worst section that from Summit meadows to Clear Lake.

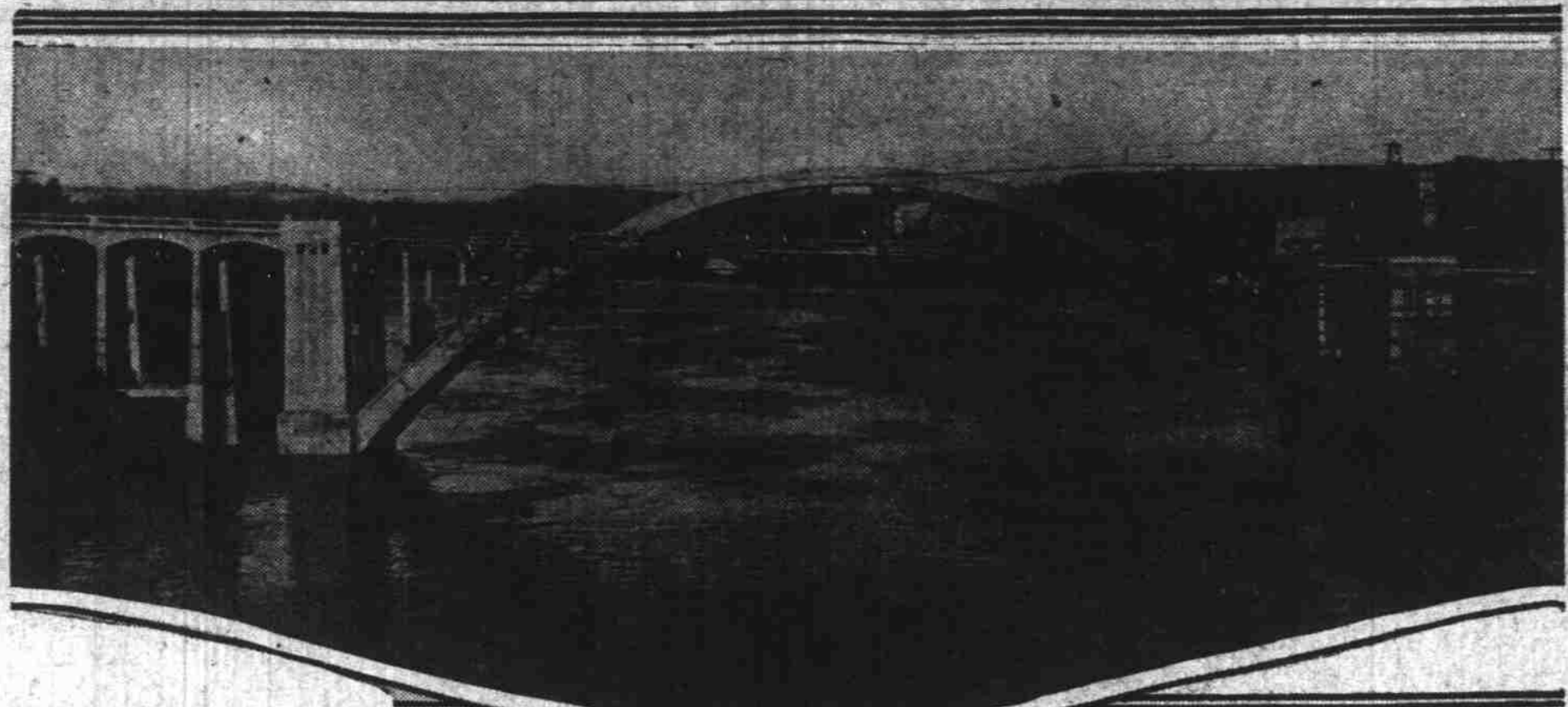
Wonderful views of the mountain are to be had from Laurel hill, from Government camp and Summit meadows and from a point near the north boundary of the forest. From this latter point a splendid view of Mt. Adams is an added scenic feature. The road had been located so as to give a view of Yocum falls near Laurel hill and other falls along the Barlow pass and Bennett pass are scenic points of unusual interest and many people believe that the ride along the tumultuous east fork of Hood river will be the best part of the drive. From the city of Hood River the 170-mile loop is completed by returning to Portland over the Columbia river highway.

MOST OF GRADING DONE

Construction of the new road was begun in 1919 on the section from Zig Zag to Government camp, six miles at the north forest boundary were built during 1921 and contract for the balance of the forest portion (the 17 mile summit section) was let early in 1922. The construction of the forest portion has been under the engineering supervision of the bureau of public roads and the costs have been borne equally by the state and the forest service.

On the Hood River end, outside the forest, construction has been under the supervision of the state, with costs divided between the state and county. At the west end, outside the forest, construction has likewise been under state supervision. The state and the counties of Clackamas and Multnomah are paying the costs.

NEW OREGON CITY BRIDGE ACROSS THE WILLAMETTE



LAST MAJOR LINK ON HIGHWAY OPEN

Oregon City Bridge Across Willamette Gives Continuous Route to California.

Oregon City, Dec. 30.—The official opening of the Oregon City bridge across the Willamette set for last week marks the completion of the last major link in the pavement of the Pacific highway between Portland and the California line.

The new bridge, 850 feet in length, is of the steel rib construction. Altogether in its construction, there were 480 tons of steel in the main arch; 150 tons of reinforcing steel; 4100 cubic yards of concrete; 250 cubic yards of granite. The main roadway of the bridge is 18 1/2 feet in width, flanked with 6-foot sidewalks.

Construction was commenced on the bridge in July, 1921. It was designed by C. B. McCullough, bridge engineer of the state highway commission, and the actual work was under the direction of R. A. Furrow and C. P. Richards, resident and assistant resident, bridge engineers respectively.

Plans for the beautification of the approaches on both sides of the river have been contemplated, and under the drawing made by the engineers it is proposed to make the surroundings of the bridge beautiful examples of landscape art.

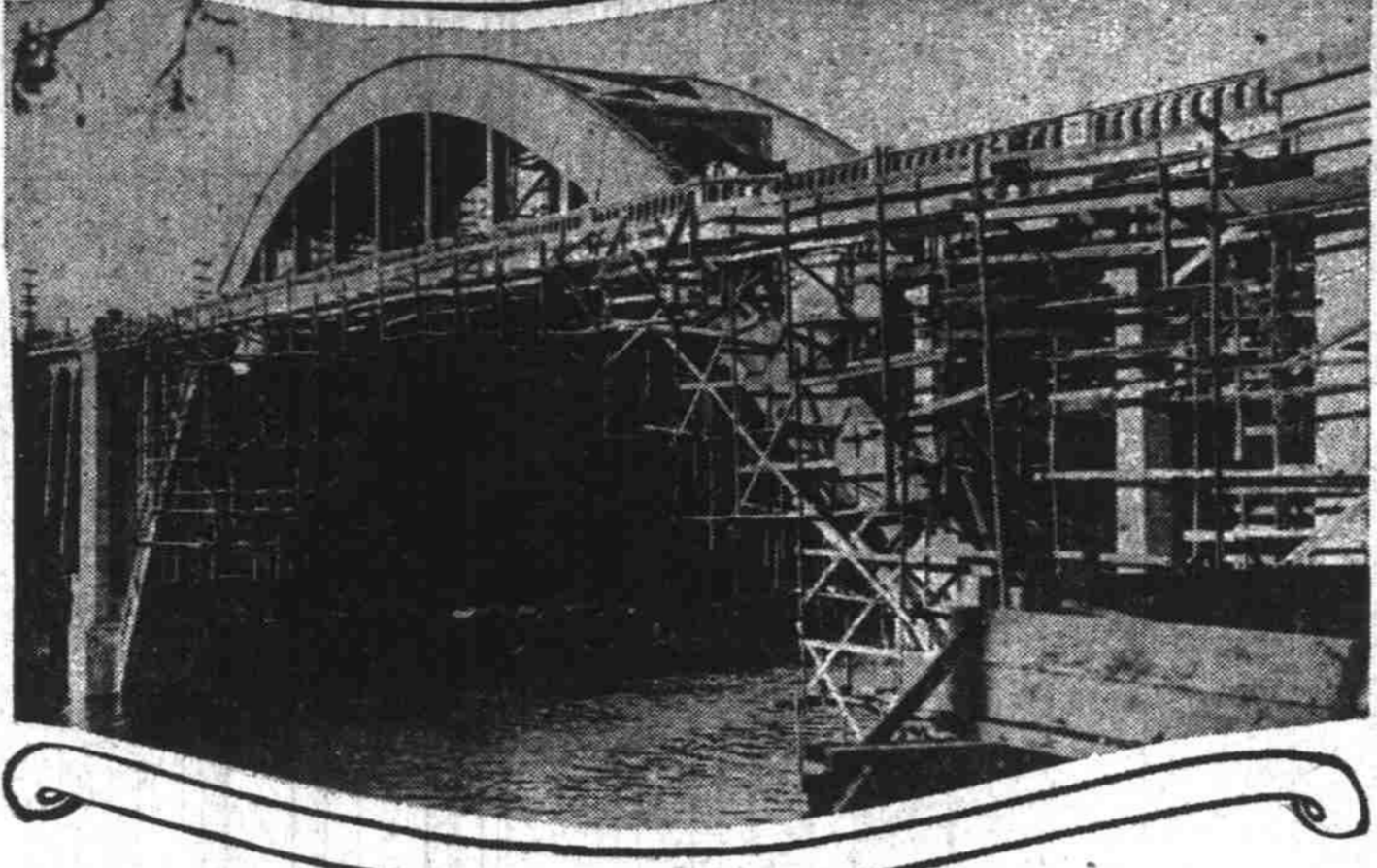
With the completion of this bridge, the west side road to Portland, the real route of the Pacific Highway, will be open to traffic, and it is anticipated that it will be heavy, as it is a shorter and less congested trip to Portland. The loop trip from Portland to Oregon City up one side, across the bridge and back on the other side will make an interesting tour for those seeking a few hours motoring, and during the summer and fishing seasons here the roads will be crowded with tourists.

Mount Angel College Was Founded in 1870 By Benedictine Order

Mount Angel College, Dec. 30.—Founded in 1870 on the summit of Mount Angel, Mount Angel college has taken its place among the leading Catholic institutions in the Northwest, and today it is the leading Catholic college in the state of Oregon. Overlooking the vast and fertile Willamette valley very like a lone sentinel, it stands as a monument to the Benedictine Fathers who founded it and who ever since have made Mount Angel college the ideal boarding school for young men.

Since the time of its foundation, Mount Angel college has grown from a small wooden structure at the foot of the butte, to the formidable stone building at the summit of the hill with accommodations for 250 students in the main building.

Its educational department embraces all the pre-professional courses, and this last year has seen many valuable additions to the science and pre-law departments as well as to the pre-medical department. The science laboratories of Mount Angel college are some of the best equipped in the state. During the last few years it has been the aim of the officers of the college to establish a higher mark of attainment for the students.



Huge span 850 feet long, just completed at a cost of \$215,000.

Mineral Output \$5,500,000 Year Shows Gain Over 1921

By H. M. Parks,
Director Bureau of Mines and Geology.

The output of mineral products in Oregon during 1922 amounted to about five and one-half million dollars. This includes metals and non-metals and represents a gain of one quarter million dollars over the production of 1921.

Of the metals produced during the past year gold, silver and copper were the most important as concerns value while platinum, lead and quicksilver were marketed in less amounts.

The first half of 1922 saw a sharp decline in the metal production of Oregon, according to mint and smelter returns, the decrease being due largely to the temporary closing down of two important producing properties and to curtailment of gold dredging.

Events during the latter half of the year overshadowed these earlier adverse conditions so that the year closed with metal mining in more flourishing condition.

Hydraulic placer mines in Jackson and Josephine counties were active throughout the year, whenever water supplies were adequate. Three gold dredges in Baker and Grant counties operated continuously until the middle of November, when it was reported that they were shut down until March, 1923.

The gold dredges normally produce about 75 per cent of the annual placer gold.

In Eastern Oregon a number of gold and silver lode mines are active producers or are doing underground or surface improvements, anticipating production with the opening of spring.

PROPERTIES IMPROVED

The Cornucopia mines and Rainbow mine, both producers for years, are carrying out strenuous programs of underground development to block out new ore bodies. Both of these properties use the cyanide process, producing gold-silver bullion.

The Bay Horse mine, situated 10 miles below Huntington on the Snake river, continues to ship 25 tons daily of 80 ounce silver ore. This silver mine, a new development in the state, has produced over 100,000 ounces of silver since operation began last May. With the discontinuing of the Pittman act early in 1924 every effort is being made to bring this as well as other silver properties up to maximum production so as to take advantage of the government guaranteed price of \$1 per ounce.

Library Has Widest Per Capita Range

The Portland Public Library circulates more books per capita than any other library in the United States. Two years ago the per capita circulation was 6.9 books, and it was then the highest in the country. This year it is 7.7 books, a gain not equaled by any other large city of the country. The percentage is gained by dividing the number of books circulated into the population not of Portland alone, but of Multnomah county, because the library serves the county as a whole. There are in the Central library and its 16 branches 350,000 books and the book circulation in 1922 totaled 2,123,000 volumes, says Miss Anne Mulheron, the librarian.

Living Standards High in Portland

Ten cities offer their citizens more of comfort, opportunity, pleasure and stimulus to high living standard than all other cities of earth, says Allen D. Albert of Minneapolis, a student of cities. All of these cities are in the West. Portland is one of the 10.

The city of Portland has never defaulted in the payment of principal or interest on any of its bonds.

20,000 AUTOS YEARLY GAIN IN STATE SINCE '17

Registration for 1922 Shows Total of 133,816; Improved Roads Factor in Increased Use

Since 1917 the annual increase in the number of motor cars registered in the state has been approximately 20,000. Up to December, 1922, the registration was 133,816 cars of all classes. In 1921 118,615 cars were registered.

Increased mileage of hard-surface on the principal state highways and general improvements of roads throughout the state is largely responsible for the greater use of the automobile. Dealers from all parts of the state report that sales during the past year have been better than ever before.

CITIES ARE LINKED

Individual transportation by the motor car and the roads have brought the various sections in closer touch with each other. This is clearly shown by the numerous motor car caravans that progressed through the state during the last year.

Word of enterprise in one part of the state was taken to other sections by those interested in the success of the venture. In doing so both sections derived benefits from the attitude found and the conditions discovered first hand by those touring the country.

Some idea of the increased number of machines in the state can be obtained by the registration figures since 1917. In that year there were 48,522 cars registered; in 1918, 63,228; in 1919, 83,332; in 1920, 103,790; 1921, 118,615, and in the first 11 months of the present year, 133,816.

From Portland alone there are 22 automobile stage lines operating. These all use the Oregon Auto stage terminal at Park and Yamhill streets. The terminal was opened early this year.

Not only is the state well served with these lines but two of them are interstate services. One line operates from Portland to Seattle and from Portland to San Francisco.

SCHEDULES STRICT

State law provides that these stages shall be operated on strict schedule, irrespective of whether or not there is a full load of passengers at the terminal point. This service augments the rail line traffic and in many cases provides transportation to points not on a railroad.

With the increased number of automobiles has come a complexity of problems relative to regulation. The state and the various municipalities are all studying the situation for the purpose of adequate laws on the subject.

Early in the fall an inter-state session of traffic officers of the Pacific coast states was held in Portland. It was decided at that time to try to obtain from the various state legislatures enactment of traffic laws that would be uniform throughout. This is regarded by many as the proper solution not only for the benefit of those within the states but the foreign tourist as well. This matter will be taken to the Oregon legislature in January. The state highway department will ask for such action.

Farm Opportunities for Home Seekers

INVESTIGATE GOING

Farms Stocked and Equipped \$95 to \$125 Per Acre On Good Roads—15 to 50 Miles From Portland

100 acres, 40 cultivated, lots more easily cultivated, fenced and cross fenced, on good road, electric depot on place, full set of buildings, creek and wells, stock, crops and equipment. Only \$9500. Terms.

150 acres, all in cultivation, fenced and cross fenced, full set buildings, no hill land, 19 head of cattle, 10 fresh; fully stocked and equipped, large silo, near school, on good road, settled community. \$16,500. Terms.

Members of Portland Realty Board and the National Association of Realty Boards

Service and Reliability Assured. Send for free booklet describing Oregon, its resources and opportunities.

Star Real Estate & Investment Co.

REALTORS
512-513 Wilcox Bldg., Portland, Oregon

4 ACRES

3 acres in cultivation, 1 acre in open pasture, house, chicken house, wood shed. \$1350.00, \$350.00 cash, balance \$10.00 per month.

10 ACRES

All good level land, 7 acres in cultivation, 1/4 acre in strawberries, 1/2 acre in raspberries, family orchard, house, barn, chicken house 12x50, milk house. \$2100.00, part cash.

15 1/2 ACRES

5 acres in cultivation, 8 acres in timber, orchard, house, barn, chicken house, horse, cow, heifer calf, 79 hens, buggy, harness, cultivator, harrow, plow, separator, 3 miles from Oregon City. \$2550.00.

40 ACRES

26 acres in cultivation, balance timber and open pasture, 2 1/2 acres of orchard and fruit, house, barn, poultry house, wood shed, 2 cows, 2 horses, 50 hens, mower, rake, plow, harrow, cultivator, wagon, buggy, cream separator, hay and grain, 8 miles from Oregon City, 15 miles from Portland. \$6000.00, half cash.

80 ACRES

25 acres in cultivation, 23 acres sowed to fall grain, orchard, house, barn, new chicken house, mower, rake, and other farm implements, \$5000.00, half cash. See me for real estate of all kinds.

A. C. HOWLAND

620 Main Street, Oregon City, Oregon

Mortgage Finance Co.

1007 Yeon Bldg.

WE BUY CHATTEL MORTGAGES on FURNITURE of HOTELS and APARTMENT HOUSES

Mortgage Finance Co.

1007 Yeon Bldg.

WE WISH to express our sincere appreciation of the loyal support given to us by the dealers in the northwest during the past year, and promise to deserve its continuance in the future.

Respectfully,

Multnomah Trunk & Bag Co.

Portland, Oregon

THE BISHOP CHIMNEY SWEEP

GUTTERS, ROOFS, STACKS AND FLAG POLES CLEANED, PAINTED AND REPAIRED

Sheet Metal Work

FURNACE REPAIRING AND GALVANIZED IRON CHIMNEY EXTENSIONS A SPECIALTY

77 E. 65th St. North TAbor 3883 Portland, Ore.

27th YEAR

BLAESING GRANITE CO.

MFG MONUMENTS PORTLAND, ORE.

Hogg Brothers

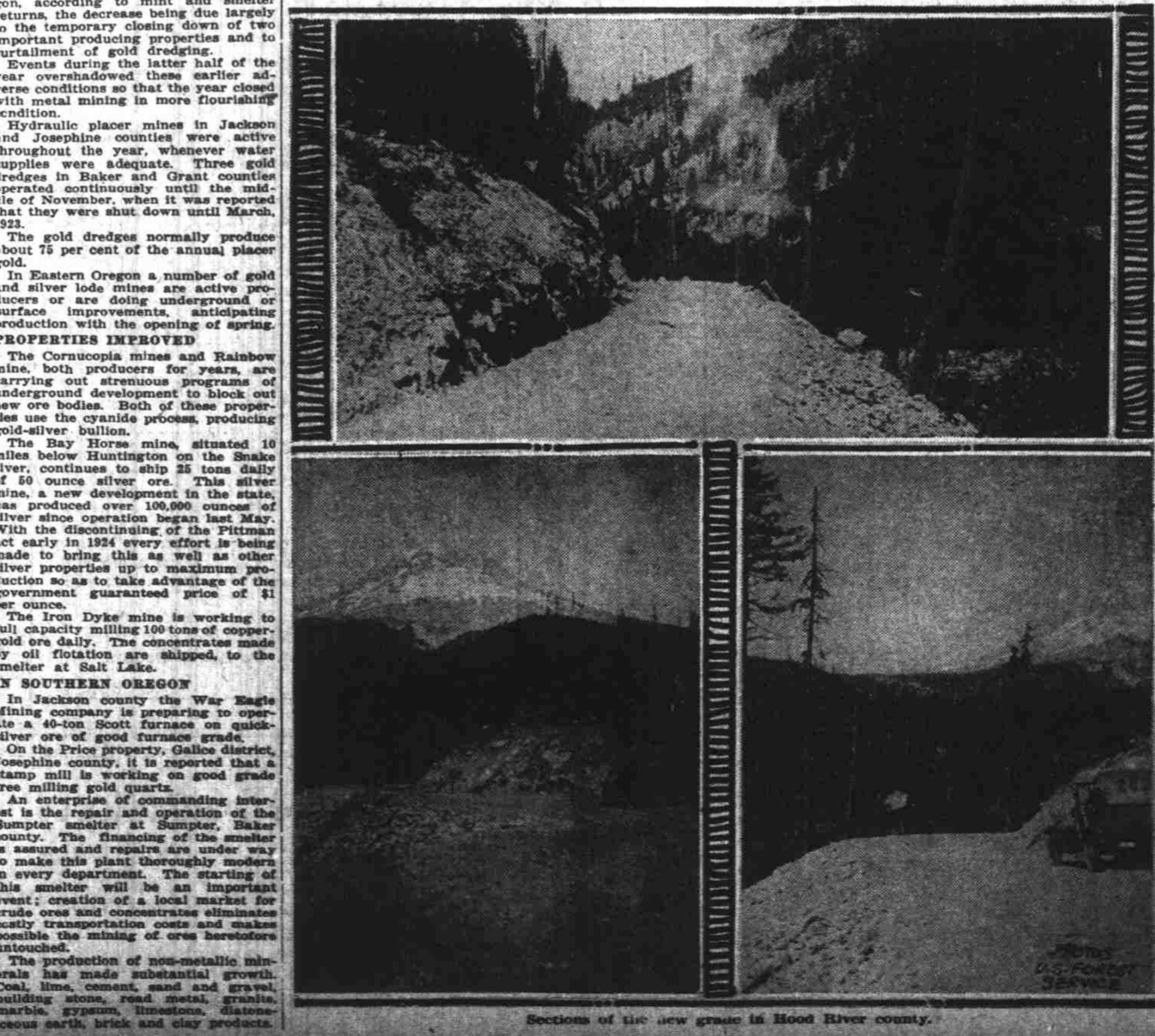
HOMEFURNISHERS

Furniture Stoves, Carpets, Bedding, Phonographs

Hardware Building Materials, Wallpaper, Paints and Oils

The largest dealers in Clackamas County. We handle Furniture, Hardware, Stoves, Building Material, Paints, Wire Fencing, Doors and Windows. It is our pleasure to satisfy our customers.

804 Main Street, Oregon City, Oregon



Sections of the new grade in Hood River county.