

PAC. HIGHWAY IS ROUTE OF GREAT SCENIC BEAUTY

WRITER TELLS OF MARVELS OF WAY THAT TRAVERSES SOUTHERN OREGON

ROAD OF A THOUSAND WONDERS

Has Numerous Attractions For the Tourist, Every Mile Having Something of Deepest Interest

The following story was written by M. F. Duryea, formerly secretary of the Ashland Commercial club, but now executive secretary of the Moline, Ill., Commercial Club and appeared in The Road Maker of Moline:

The Pacific highway is a great international highway from British Columbia to the Mexican border, passing through the coast states of Washington, Oregon and California. To it might be well applied the advertising slogan of the great railroad system that parallels it for hundreds of miles; it is indeed a "road of a thousand wonders." Not only does this highway traverse a country rich in scenic beauty, but leading from it are roads of the most magnificent scenic attractions of the United States.

The touring motorist will find much to interest him as he journeys over this main artery of travel up and down the western part of the United States, for it will lead him through fruitful valleys and thriving towns, along peaceful rivers and mountain torrents, through shadowy forests and over mountain tops and close to snow-clad peaks. Like the kaleidoscope of his boyhood days, each turn will bring before him a new combination in tree, and field and sky that makes a picture long to be remembered.

One of the most beautiful and wonderful stretches of the Pacific highway is that stretch from Medford, in the lovely Rogue River valley of southern Oregon, to Hornbrook, California, crossing the summit of the Siskiyou mountains. Not only is this stretch of the highway wonderful from a scenic standpoint, it is even more remarkable as a piece of splendid engineering in road construction.

The old journey over the Siskiyou on what was known as the Dollarhide toll road, was one of discomfort, as well as danger. It was a "rough and rugged road," with grades as high as 30 per cent., that taxed the best machines. Seven grade crossings over the Southern Pacific railway made it dangerous, for at all of them the grade on rail and road was heavy. The new road, laid out in masterly fashion from the northern slope of the Siskiyou to the California line by Frank A. Kittredge, the engineer in charge of construction for the Oregon state highway commission has no grade crossing, and its maximum grade is 6 per cent. The Southern Pacific tracks are crossed but twice on the journey to the summit from Ashland, and in each instance the motorist finds a splendid concrete bridge to carry him over in safety. A fine piece of engineering is the approach to the first of these bridges with a great, broad and easy loop thrown out over the mountain side around which the motorist may drive at full speed.

Automobile drivers will discover this new highway to be easy work, for its broad, sweeping curves and light grades do not impose any tax on his strength or nerves. All curves, except the "blind" ones, are built with a radius of 100 feet; the "blind" curves are built on a 150-foot radius. All the curves are slightly banked to the inside for safety and to allow drivers to take grades on speed. The roadway on the Oregon side is twenty-four feet wide at all places, with an increase in width on curves where necessary for safety. On the California side the roadway is somewhat narrower, but the grading is similar to that of the Oregon side.

The progressive people of Jackson county, Oregon, have bonded themselves for \$500,000 for the purpose of constructing a paved highway from the north boundary of the county to the California line. Part of this work has been completed, and the tourist on the Pacific highway can now speed over a sixteen-foot pavement from Central Point, through Medford, the gateway to Crater Lake, to the southern limits of the city of Ashland.

The state of Oregon is assisting in the work of paving the highway over the Siskiyou. This will be what is known as a "two-course" cement pavement, six inches in depth, with a top dressing of rich mixture.

In order not to interfere with the heavy tourist travel over this road in the summer season, the state is laying an eight-foot strip of the pavement first. Later on another similar strip will be laid, making altogether a sixteen-foot pavement across the mountains. The distance from Ashland to the summit of the Siskiyou over the Pacific highway is sixteen miles, and to the California line it is twenty-two miles.

Every foot of the journey from Medford to the California line will prove of interest to the tourist, for each turn of the road brings before him a scene of rare charm and loveliness. It passes through all of the famous orchard and farming districts of the Rogue River valley. The view from the summit, facing southward, is almost beyond description. Ahead and just to the left, one sees the snow-capped top of stately Mt. Shasta, one of the mighty peaks of the great Cascade Range, glistening against the exquisite blue of the California sky. Overhead, to the east, towers great Pilot Rock, guardian sentinel of the pass over the Siskiyou. To the right, down hundreds of feet, there are the tracks of the Southern Pacific, winding their tortuous way through the Shasta valley, and the little town of Hill, that looks like a collection of toy houses. On and on to the south and west, beyond the valley, roll the hills and peaks of the Coast Range and the Sierra Nevadas, covered with snow or "with verdure clad." No man within whose breast there is a spark of love for things that are beautiful or a reverence for the things that God has made to delight the children of men, can gaze upon this view from the Pacific highway on the summit of the Siskiyou mountains without receiving an impression and an inspiration that will last as long as life itself. It is truly the "road of a thousand wonders."

The people of Oregon and California may well be proud of this highway over the Siskiyou—proud of the change from the old conditions that made the journey so irksome. It is a fine investment, one that is bringing returns in increased tourist travel that will be worth millions of dollars in the years to come. It is a fine investment as well from the standpoint of the pleasure and comfort it will bring to the citizens of Oregon and California, and to the thousands of motorists who visit the Pacific coast each year in search of health and recreation.

The tourist who neglects to take this trip—who fails to experience the beauty and grandeur of it—will leave unwritten one of the best pages of the story of his sojourn on the Pacific coast.

8 LOGGERS KILLED BY FALLING TREE

Astoria, Mar. 24.—The bodies of eight loggers, killed yesterday by a falling fir tree, were brought to Astoria today. Eight other men, seriously injured, are in the hospital here, and it is feared some of them may die.

Eighty workmen, sitting on two flat cars, were riding back to camp for dinner. A heavy gale was blowing. The wind uprooted a second growth fir tree, which fell across one of the cars, pinning many of the men beneath it. The work train was still moving, and the men were swept off the cars like flies. Several were pinned under the tree until jacks were used to lift it up.



F. B. OLDING Buick Dealer

SHIPBUILDERS ARE GUARDED BY MILITIA

Washington, Mar. 24.—Two regiments of Massachusetts militia will be called out at once to guard the Fore River Shipbuilding works at Quincy and other plants in the Bay State, under arrangements made today between Secretary of War Baker and Governor McCall.

While the two men were conferring, reports came from General Leonard Wood, commanding the eastern department, covering the Massachusetts and approving the idea.

On the strength of this, Baker agreed upon the call.

The militiamen will guard arsenals, munitions plants and especially the shipyards, where much government construction is under way.

In addition to the militia protective step, McCall informed Baker that he will present for passage the so-called home guard bill in the Massachusetts legislature. This provides for a force of 5,000 men for state protection work.

While the department refused to say what, if any, plans it has made of a similar nature affecting the militia of other states, there was plain indication that the national guard of other commonwealths will be used when necessary to best advantage in land defense plans.



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