

# PACIFIC HIGHWAY ONE OF WORLD'S SCENIC BOULEVARDS

(By Frank A. Kittredge, Resident Engineer.)

Last July the county court of Jackson county authorized a preliminary survey to be made over the Siskiyou mountains by J. S. Howard. Later the county court, by formal action, requested the State Highway Engineer, H. L. Bowby, to take complete charge of all work proposed to be done under the bond issue. On September 9th of that year, the people voted in favor of bonding Jackson county for \$500,000 by an overwhelming majority. This was the first instance in which an election had 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.

### Grades Over Summit

Beginning at the California-Oregon state line, the Pacific highway follows along the hillside, at an elevation of about 350 feet above the valley and continues to climb on a 6 per cent grade for about one mile. Then follows a mile of road with just sufficient grade for good drainage. Near the end of this stretch of road is a spring which runs the year around and will be brought into a concrete trough at the upper edge of the road for use of teams and autos.

For the next one and one-half miles the road follows the steep hillside on a 6 per cent grade. The curves are all easy and the country open, thus making it a safe route in spite of the steep hillside. At the end of this grade is a bench which is nearly the same elevation as the summit at the pass. The road travels along this shelf with light grades and long easy curves for two miles.

From this point the tourist is able to look southward and see Mt. Shasta and Shasta valley in California.

### See Two States Below

At the left he looks down into the depths of the valley almost at his feet and more than a thousand feet below. Here and there the bottom of the valley is dotted with farm houses surrounded by green fields and trees. The sparsely wooded slope of the valley's floor affords good pasturage for cattle and sheep thus adding to the rural aspects. From the tourist point of view this is an ideal stretch of road for he has the two extremes of scenery in view at once—the grandeur of the rocks and cliffs immediately above, and below him, and at his feet, a quarter of a mile below, the peaceful valley and the pastoral scene. Across the valley may be seen the long ribbon of steel of the Southern Pacific railway when the sun is reflected as the track winds in and out around the hills in an effort to get to the floor of the valley with as easy a grade as possible.

**Cold Spring Water Plentiful**  
Along this stretch of road is another spring of water so cold that it makes one's teeth hurt and of sufficient quantity to keep a little stream running during the hottest weather. All at once the pass is reached and cross and one looks down into beautiful Rogue river valley—over miles of wooded mountains and cliffs, the floor of the valley beyond with Mt. McLoughlin in the distance.

The highway follows the ridge for a short distance with a view of both of the valleys—one into Oregon and the other in California—visible. Then it drops and runs down along the hillside toward the railway station of Siskiyou at the north entrance of the long S. P. tunnel. Throughout the distance from the summit to the foot of the hill the grade is between a four and a six per cent most of the way. There are no curves with a radius shorter than 100 feet and when the whole curve is not in sight the sharpest curves have a radius of 200 feet.

### Overhead Crossings

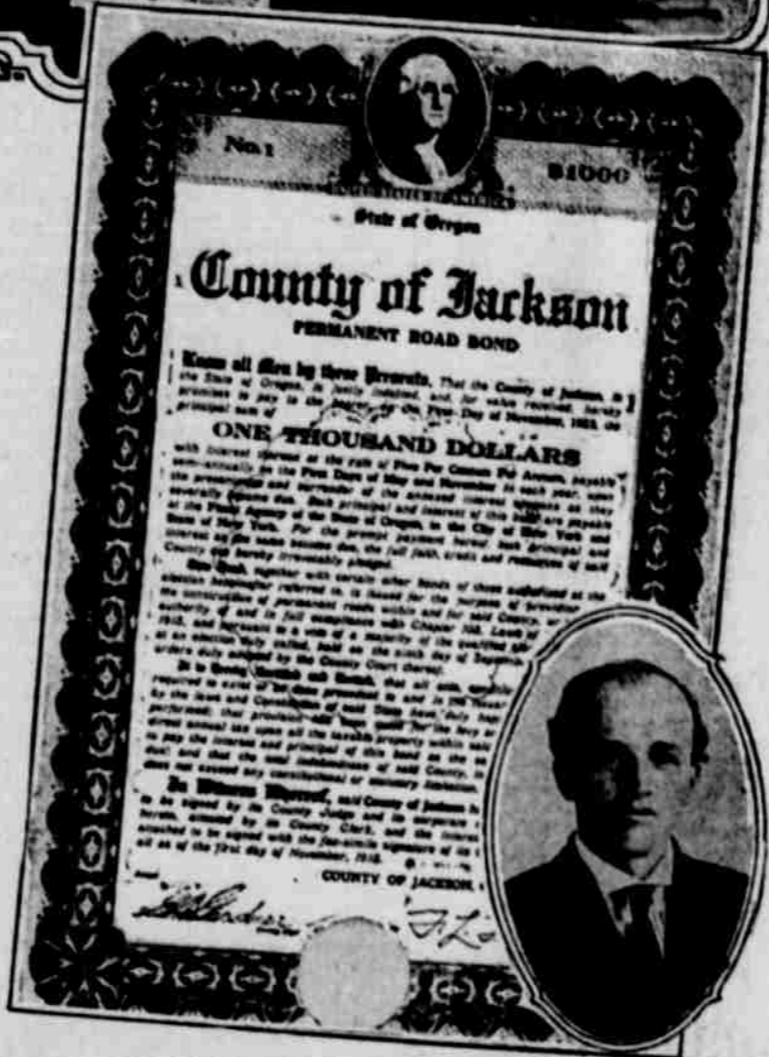
On the route it will be necessary to cross the railroad twice—once at Dollarhide crossing and again at Steinman. In both of these cases the highway will pass over the railway on concrete bridges. At Steinman a novel, but very necessary piece of construction is seen, where the road not only passes over the railway but turns three-quarters of a circle and passes under itself. This was done to save the expense of making a fill further down which would have used thousands of yards of material.

Two miles more of grade and the floor of the valley is reached and the highway winds amid farm scenes which were seen from the summit 3000 feet above. It leads past moun-

## BONDS MARK EPOCH IN OREGON GOOD ROADS HISTORY



The first road bond ever issued in Oregon, County Judge F. L. Tou Velle in center, County Commissioner W. C. Leever on right and County Attorney Kelly on left. Below is portrait of F. E. Kittredge, resident state highway engineer, in charge of construction.



eral springs, famous from the earliest days.

The road passes through Ashland, a beautiful city at the edge of the foothills of the Siskiyou mountains, well paved and pleasantly situated. At the north city limits the road avoids the now dangerous railroad crossing by passing under the railroad.

### Through Settled Region

A half mile farther toward Medford the road passes between two hot springs which are steaming hot all winter long. It is expected that a sanatorium will soon be built here, tests showing the water to have wonderful health properties.

Between Ashland Medford the road passes through the most thickly settled part of Rogue river valley and when paved with concrete or bituminous material will make travel and freighting very easy and pleasant between cities. The tourist will feel himself in the land of wonders for he has traveled in only a short time from the rugged mountain top to the beautiful valley of apple and pear orchards.

### Many Scenic Glimpses

About a mile of pavement in the city of Medford, the metropolis of southern Oregon, will be utilized. Between Medford and Central Point the road has had all sharp corners rounded off. The pavement laid is concrete with granitoid surface.

After leaving Central Point the road again approaches the foothills passes through the pass over the Blackwell hills there is a stretch of road from which the river, valley land, and orchard form a wonderful panoramic view.

Farther on the road crosses Rogue river, passes through Gold Hill and thence on down along the river's edge to the town of Rogue River, thence along Rogue river to the Josephine county line.

It has been the effort of the engineers to so locate the Pacific highway so as not only to make the most permanent road with the least money but also to take advantage and show off to the tourist travel of the world much of the diversified and wonderful scenery of Rogue river valley.

## MEDIATOR FLEES WARRING TONGS

SAN FRANCISCO, Cal., July 27.—Chui Qui, a representative of President Yuan Shi Kai of the Chinese republic, who arrived Saturday to try to pacify revolutionary factions in San Francisco's Chinatown, has made a hasty and unceremonious departure, presumably for New Orleans and Cuba. It is said that his life had been threatened.

The Chinese president incurred the wrath of Chinese here and in other American cities, it is said, by refusing to answer telegrams urging him to take measures to improve the condition of his compatriots in this country. At a mass meeting here Saturday under the auspices of the Six Companies, pictures of Yuan Shi Kai were torn up and trampled.

According to a cablegram received here by a Chinese daily newspaper from Shanghai, revolutionists of two districts in the province of Hu Nan have joined forces to war on the president.

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## RANCHER SKIPS BILKING MANY

Has anybody here seen Edson—erstwhile Sardine creek rancher and wood contractor? Fully a half dozen creditors, bilked in outrageous fashion, are much concerned as to his present field of endeavor, says the Gold Hill News.

Edson came from Medford something over a year ago, and located on the creek, announcing his intention to carve a home out of the wilderness and pay expenses with cordwood. Business was good but the teaming apparently poor, and Edson formed the habit of overloading his undersized horses. For this he was warned several times, and a fortnight ago upon repeating the offense was taken into justice court and fined.

Upon the plea of needing other and stronger horses for his work, Edson secured two animals; purchasing one from Mrs. Hill and one from Mrs. Myrtle Day. To both ladies he made promises of payment backed by unsecured notes. At various places he purchased goods, contracting to deliver wood in payment. Then, one week ago, he casually left without farewells, and his creditors were not aware of his departure until Sardine creek neighbors reported Edson's absence.

The sheriff's office is now looking

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for Edson, who will be given opportunity to explain his methods—in court; and his arrest is expected within a few days. He is believed to have driven into the Klamath country for the haying and harvesting season.

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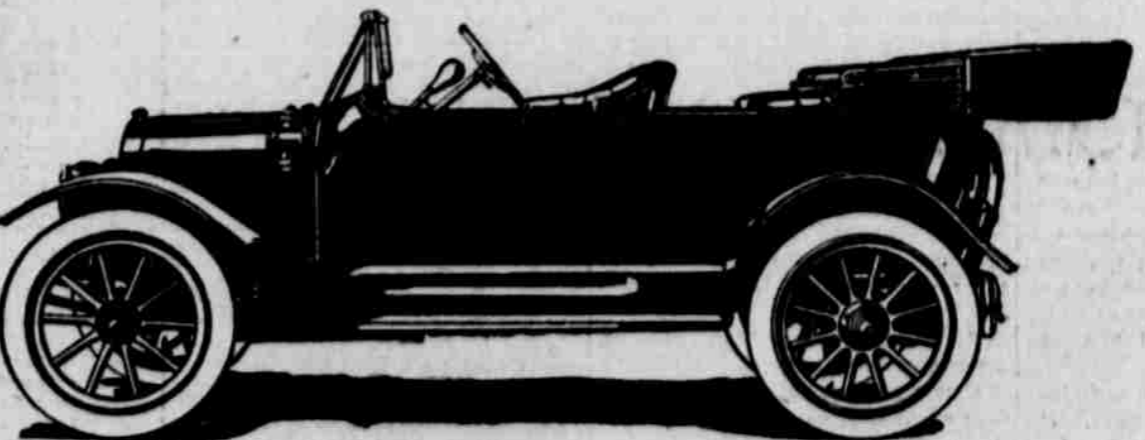
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