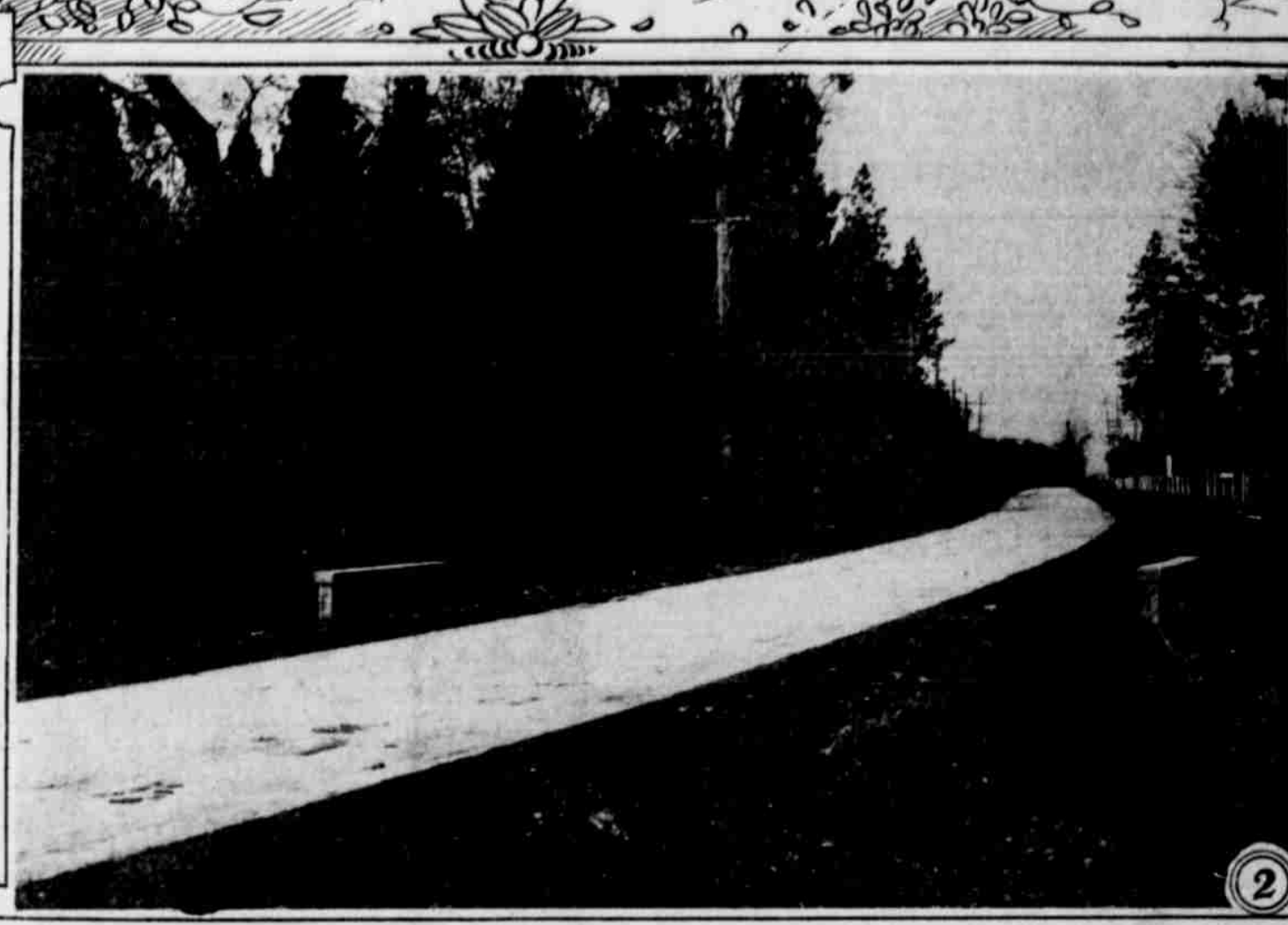


Jackson County leads Oregon in Paved Highways



(By F. A. Kittredge, Engineer in Charge)

On November 24th, paving on the first link in Oregon of the great Pacific highway connecting San Diego, California, with Vancouver, B. C., was completed. This link consists of 14 miles of new pavement and connects the cities of Ashland, Talent, Phoenix, Medford and Central Point.

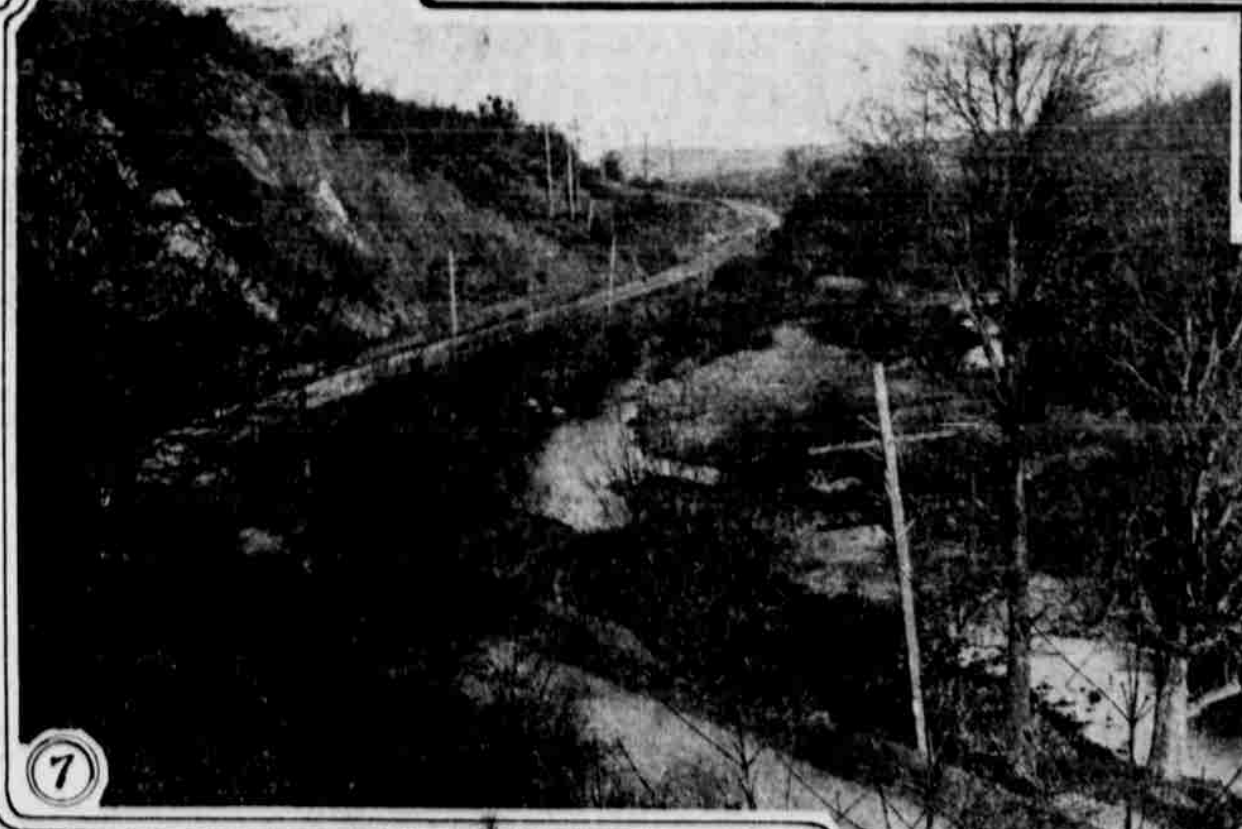
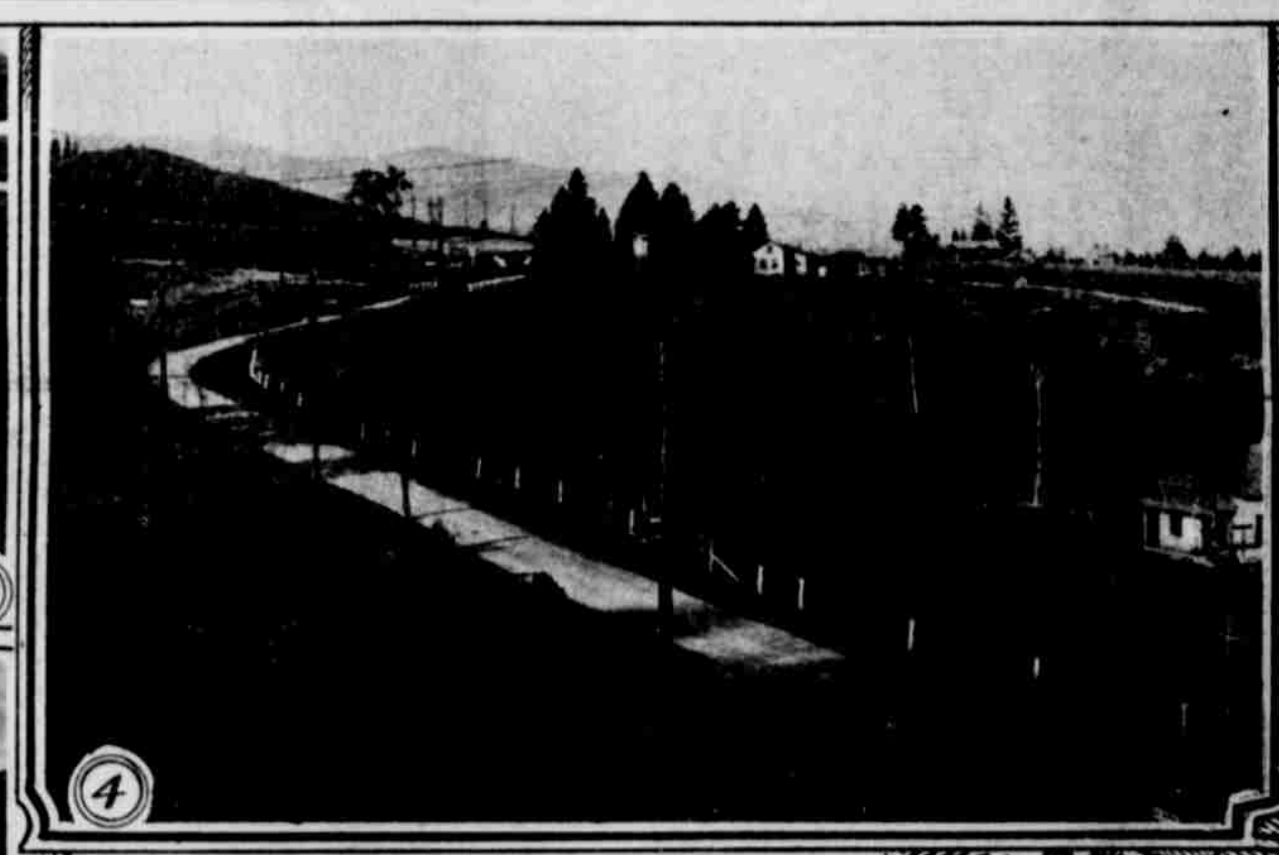
Work was initiated on the Pacific highway in July, 1913, by the county court who believed that the people were willing and anxious to bond themselves not only for the sake of building a good servicable road for their own local use, but for the sake of the tourist travel.

It was believed by the county court, and many others of those who had had a large experience in these matters in other localities that if the one barrier separating California from the Rogue river valley could be removed and a first class road built into the valley, that the county would receive an outflow of tourists. At present these tourists come to California and either stay there or get on the train and ship their autos to Portland.

By so doing they pass through the Rogue river valley and are compelled to satisfy their interest in the valley, which interest has been aroused by expensive advertising and by the wonderful climate and fruit reports which have reached them, by standing on the observation car or looking through the window. The progressive people of the valley figured out that if these people could be made to travel through the valley by auto, in other words if they could provide the roadway, then the tourist could continue their course northward into this valley and that not only would their desire to see this valley and the wonderful attractions during a few days or weeks stay be satisfied but that many of them would return to invest and make this their home. The valley's climate, the mineral and health giving springs, and her unsurpassed fruit raising possibilities would be advertised to an extent, and among the class who can benefit the valley, which would be impossible by any other means or by expenditures of large sums of money.

With these conditions in mind the court submitted the proposition to the people for their opinion and upon September 9, 1913, they declared themselves in sympathy with the court and their progressive ideas by an overwhelming majority, and voted \$500,000.00 for road work.

The proposition as put up to the people was to begin at the California-Oregon state line and build northward through the valley, and with this in mind the county court and the California highway engineers met at the state line and decided on the beginning point. The survey was promptly begun and in November the contract for the construction of this heavy work was let. However, construction work did not start until the following March. The building has progressed during the summer and at present the entire Siskiyou mountain job is complete with the exception of one concrete viaduct over the railroad, and the excavation connected therewith.



Scenes along Pacific Highway between Ashland and Central Point.

Many people who have been over the Siskiyou route pronounce it one of the most beautiful and picturesque trips on the coast. The scenery combined with the light grades and long easy curves of the road way make it a trip where the attractive mountain features can be taken advantage of without the usual danger and fatigue encountered so often on the

narrow and winding roads of the mountainous regions.

Beginning at the California-Oregon state line the Pacific highway follows along the hillside at an elevation of about 1350 feet above the valley and continues to climb on a six per cent grade for a mile, then runs on an approximately level grade, passing around the hillsides and in

and out of small valleys until we approach Bear creek canyon. Along this canyon the hillside is very steep and as the road climbs along the rocky benches, one may look down into the depths of the canyon below, and the cliffs towering above. The curves are all very easy thus making it a safe route in spite of the steep hillsides. 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 graceful curves for two miles. From this point the tourist is able to look southward and see Mt. Shasta and Shasta valley in California. At the left he looks down into the depths of the valley almost at his feet and more than 1000 feet below. Here and there the valley is dotted with farm houses, surrounded by green fields and trees. The sparsely wooded slope of the valley's floor affords good pastures for cattle and sheep, thus adding to the rural aspect. From the tourist's 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.

Leads the State

The fact that Jackson county leads Oregon in good road construction is due largely to its progressive county court, consisting of Judge F. L. Tou Velle of Jacksonville, and Commissioners W. C. Leever of Central Point and J. C. Smith of Rogue River, who have always been foremost advocates of good roads.

Jackson county, by the passage of a half-million dollar bond issue, has the honor of being the first county in Oregon to improve its roads under the new state bonding act, and the first county in the state to improve a large unit of the Pacific highway. Jackson county has been a leader in the state of Oregon in the agitation of good roads. In 1911 a bond issue for \$1,500,000 was passed for the construction of good roads, but this act was declared unconstitutional, the legal deficiencies being remedied by the recently passed bonding act. Jackson county already has some of the finest stretches of macadam road to be found in southern Oregon, about thirty miles in the total. There are about 300 miles of roadway in the

county, nearly all of which is graded, and about 100 miles of which is graveled. During the five years between 1909 and 1913, inclusive, a total of \$611,636 was expended in Jackson county on roads.

The Pacific highway is the most ambitious roadway in the history of the continent, and already the roadway has been traversed by automobiles for a continuous length of more than 6000 miles, from Hazelton, in Central British Columbia, south to the City of Mexico. The Pacific highway has been officially adopted for extensive improvements by British Columbia and the state of Washington, and recognized by the states of Oregon and California.

The Call to Tourists

Jackson county offers many advantages to tourists. There are about 800 automobiles in the county. Jackson county has ranked first among all the counties in the state in the number of automobiles owned per thousand of population. The tourist attractions include many varieties of mineral springs; mountain streams and rivers affording almost unrivalled fishing advantages; mountain wildernesses with such big game as deer and bear and such smaller game as pheasant and grouse; historic monuments including Table Rock, the wonderful Rogue river gorge at Prospect, the natural bridge across the Rogue river above Prospect, and weird underground caves which have their climax in the Marble Halls of Oregon, just across the Jackson county line, in Josephine county, these caves having been created into a national monument and promising when fully explored to equal in wonder the great Mammoth Caves of Kentucky.

(Continued on Page 4).