

NEW HIGHWAY MARKS END OF DIFFICULT JOB

(Continued from Page One)

way engineer searching for the most direct, most practicable, most economical route through the wilderness of steep slopes, sheer cliffs, deep chasms, heavy timber and tangled undergrowth characteristic of the headwaters of the Willamette river, of the Cascade mountains.

Where we now cross roaring mountain streams over graceful steel spans, the engineer had to wade through fords or fell temporary footlogs. On the narrow canyon floor he had to dispute the right of way for the highway with swiftly rushing waters, frequently forcing the stream into new channels, and to protect his work from their resentful, unceasing efforts to wash away these shackles of civilization from their primitive liberties.

The threat of damage and destruction by snow and rain, the Cascade mountains' formidable forces of nature, had to be carefully considered in safeguarding the work of the highway construction forces from erosion, undermining slides and wash-outs.

Thousands of tons of high explosives were required to carve the roadbed through the solid rock. Even a 925 foot tunnel was necessary to overcome these redoubtable obstructions of nature to the highway engineer's determination that "the road must go through."

Value Determined
What are the benefits of all this? After all, are these hardships, these plans, toil and expenditures justified?

The state-wide highway planning surveys conducted by the public roads administration in cooperation with the state highway departments, have collected a wealth of factual information on the volume, origin and destination of traffic as a basis for determining the economic value of all existing roads and to plan for such necessary future improvements as these figures indicate. Under the existing condition of the Willamette highway all such information obtained on this route are meaningless. However, considering the population of the Willamette valley and eastern Oregon directly tributary to the Willamette highway, together with the principal industries of these areas, and the vast opportunities for their development under a full utilization, together with the other available data, we can readily forecast a heavy use for a highway serving as a direct connection between these communities.

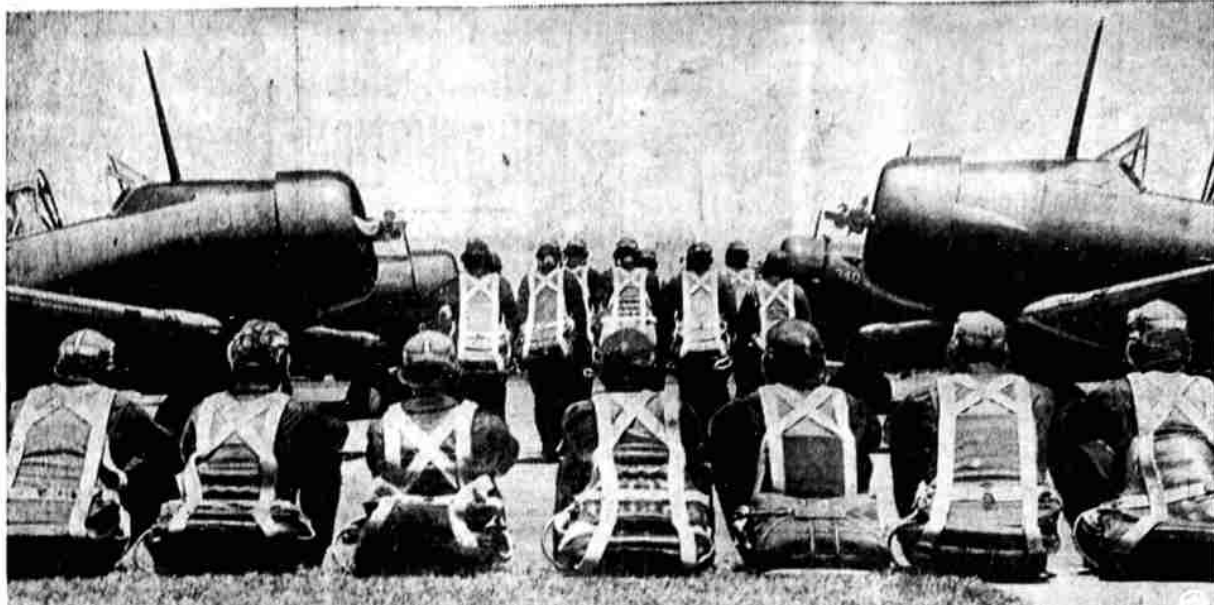
In addition, we find that the Willamette highway offers not only the most direct route from Klamath Falls and Lakeview to Eugene and the mouth of the Siuslaw, but also an excellent alternate route from Portland to points in California on the Pacific highway south of Weed.

MILEAGE TABLE

From	To	Portland-Klamath Falls	Portland-Lakeview	Portland-Crater Lake	Portland-Weed, Calif.	Eugene-Klamath Falls	Eugene-Lakeview	Eugene-Crater Lake	Eugene-Weed, Calif.
Portland	Klamath Falls	301	239	221	285	285	285	285	285
Portland	Lakeview	239	239	239	239	239	239	239	239
Portland	Crater Lake	221	221	221	221	221	221	221	221
Portland	Weed, Calif.	285	285	285	285	285	285	285	285
Eugene	Klamath Falls	129	129	129	129	129	129	129	129
Eugene	Lakeview	129	129	129	129	129	129	129	129
Eugene	Crater Lake	129	129	129	129	129	129	129	129
Eugene	Weed, Calif.	181	181	181	181	181	181	181	181

Particular recognition for the most loyal support in the realization of this project must be given to the U. S. public roads administration. Without the wholehearted approval of this federal highway engineering organization the splendid modern standard highway would be still merely a dream of eastern Oregon and Willamette valley communities most directly interested. Since 1927 public roads engineers have approved annual allocations from the forest highway and federal-aid highway funds allotted to the state, concurring in the claims of the proponents of the route, that the Willamette highway is most vital for the development of the state and constitutes an important link of not only the local highway system, but also of that of the state, and extending even beyond the state boundaries as an integral unit of the national highway net, 73.3 miles of the total length of 87.2 miles of this

"X" Marks the Future Pilot



Slowly, but surely, Uncle Sam's air force is growing. In the photo above, each big "X" formed by parachute straps, marks a future pilot. These fledglings are cadets at Randolph Field, Tex., where the army is training 7000 new pilots a year. Students in foreground await their turn at flight, while one detachment marches off to their planes.

route, from Lowell to the junction with The Dalles-California highway near Crescent, is included in the Oregon forest highway system. Funds for the construction of highways across the national forests are appropriated annually by congress, and the expenditure of these funds is under the immediate supervision of the public roads administration. All contracts for the improvement of projects financed with forest highway funds are awarded by the federal government and construction is supervised by the engineers of the public roads administration.

Shared Construction
A total of 32.7 miles, through one of the most rugged and difficult areas of Oregon, was so graded, and over 43 miles surfaced as forest highway projects by the public roads administration, at a cost of over \$2,000,000. All of this work is west of the Cascade summit. Thirty miles on the east side of the divide were constructed as federal-aid projects under the supervision of the state highway department.

Federal-aid funds appropriated by congress for the improvement of highways on the primary state highway system, are also administered by Public Roads. All progress for the expenditure of federal-aid funds are subject to the approval of Public Roads, including the selection of projects, type of construction, standards of design and construction. Expenditures of forest highways and federal-aid funds are restricted to projects on designated, approved systems of such routes. The Willamette highway is approved for both systems. Two sections, the Lowell-Goodman, and the Black canyon, were graded by the state highway department on the west side with state highway funds exclusively, and 30 miles on the east side were graded, surfaced, and bituminous treated as federal-aid projects with a total of \$545,000 federal-aid and \$733,000 state highway funds. This work was under the direct supervision of the state highway department.

The town of Oakridge is bypassed by the highway, but is very interesting and worth while to visit. Hell Gate bridge over the Willamette river above Oakridge is a pleasing steel structure, and with the smaller pony truss bridges over Salmon

river and Salt creek further up, exemplifies the modern bridge design standards of the Public Roads administration. McCredie hot springs should be made a stop-over at any time. A well appointed hotel and cabins provide accommodations for a large number of guests, and the fine swimming pool is always inviting. A short distance above McCredie Springs the highway passes under a high viaduct of the Southern Pacific railway where the railroad makes the first bend in a six mile loop on the climb to the Cascade summit.

Ample Vision
This point also marks the beginning of the final section of the new Willamette highway to be opened to traffic. The grade climbs steadily on an average 5 1/2 per cent for 10 miles to the summit. However, all curves are designed for ample sight distance, with grades compensated, and super-elevated for 45 mile speeds.

The six miles above the under-construction include the heaviest construction work on the route. Immense cuts through solid rock, 60 feet and over in depth, were necessary to maintain the high standard alignment and 32 feet minimum width roadbed.

925-Foot Tunnel
Near the head of Salt creek a tunnel has been constructed, 925 feet in length. It is semi-circular in section, 34 feet wide and 22 feet high in the center. The bore is lined with concrete throughout and has a 27 foot

Cost Summarized
The cost of construction of the 73.3 miles between Lowell and The Dalles-California highway from 1927 to date is summarized as follows:
Forest highway funds \$2,000,000
Federal-aid and emergency 645,000
Total federal funds 2,645,000
State highway funds 733,290
Lane county 37,500
Total cost \$3,324,662

The route from Goshen, the junction with the Pacific highway, follows the middle fork Willamette river to Oakridge, and from there the Salt creek canyon to the summit. The descent on the east side is past beautiful Odell lake, with connections to the Cascade lakes highway north to Davis and Elk lakes and south to Crescent lake. Diamond lake and Crater Lake national park. The route parallels in general the Klamath Falls main line of the Southern Pacific railway. For the 13 miles from Goshen to Lowell the traveler finds typical Willamette valley agricultural fields growing grains, fruits and vegetables, with hops and flax particularly conspicuous. The towns of Pleasant Hill, Trent and Dexter on this section are typical in reflecting the prosperity of this rich farming community. The Black canyon section beyond Lowell is one of the most beautiful of this scenic highway. Sharp, boldly chiseled peaks and ridges, splendid forests and the cool rippling streams present scenes to delight the artist and camera enthusiasts. Hundreds of the people of the Willamette valley know and love this area as their favorite outing, fishing and picnicking grounds. The extensive recreational use is recognized in the many camp sites that have been set aside throughout this section by the forest service, and developed with stoves, tables and benches by the CCC.

Watching for Enemy Periscopes



From the decks of swift motor torpedo boats, like this one, keen eyes of Eire's seamen watch for periscope of invader's submarines. "Mosquito" boats are Eire's "sea scouts."

concrete paved roadway with 3 1/2 foot walks on each side. The portals are massive, well designed and most appropriately constructed of rubble masonry laid in cement mortar. The huge stones of the arch ring weigh up to four tons each. The tunnel will be lighted by electricity day and night. All necessary fixtures have been placed, only the generating plant remains to be installed.

Sodium Lights
10,000-lumen sodium vapor luminaires are installed for illumination, supplemented with additional lights at the portals designed to adjust the vision of the driver entering or leaving the tunnel for the abrupt and great difference in the intensity of light inside and outside. The operation of the lights will be controlled by daylight on a photo-electric unit. More lights will be required during the daytime than at night. The power plant is located under the half-viaduct at the west tunnel approach.

Safety Factors
Highway safety is another requirement of modern engineering standards. Generous width of travel lanes, wide shoulders, shallow ditches, non-skid dustless surfaces, sight distance at vertical as well as at horizontal curves, guard rails at all specially hazardous points, and adequate warning and caution signs, are all provided on this route.

The Public Roads administration can turn over the Willamette highway to the public, with the confident belief that its completion will provide not only a route unsurpassed for scenic attractions, but also of lasting future benefits to the development of the recreational, agricultural, industrial and commercial assets of the state of Oregon, to be enjoyed more and more as the state progresses, and to be traveled always with pleasure and with safety.

Watch the Classified Page
A Personal Note From the Pen of Paul O. Landry
I'M GOING TO BE PREPARED FOR A BURGLAR IF I EVER MEET ONE
The man who's insured is PREPARED
The Landry Company 313 MAIN ST. WE WRITE IT RIGHT

Where's George?
—gone to...
VAN'S Camera Shop
There's no magic about it! The pictures you take with an Eastman Kodak bought at Van's Camera Shop turn out so well because the clerks in Van's know the correct type of merchandise to sell you at the price you can afford to pay.
Kodaks... \$3.95 and up

THEY CAN'T ALL BE PRESIDENTS!
But... you can elect to provide for their future possibilities in Life!
INSURE THEIR FUTURE WITH INSURED SAVINGS! with the
First Federal
Savings and Loan Ass'n of Klamath Falls
Member Federal Savings and Loan Insurance Corporation
Sixth and Main Dial 5195

CHINESE HERB TEA
Y. S. LEE Herbalist
415 So. 9th St., Klamath Falls
Open—9 A. M. to 6 P. M.
Sundays—9 A. M. to 1 P. M.

THREE PLANS STUDIED FOR SOUTH SIXTH

Members of the Klamath county chamber of commerce and Klamath county officials were told by a delegation of state highway engineers at a meeting here Monday night that three plans are being studied by the highway group for the solution of the South Sixth street traffic problem. Six months will be required for a completion of the study, and further office work will then be required before highway officials are ready to decide on a solution and possibly put one into effect, the representatives said.

It was also revealed at the meeting that a contract for grading a section of The Dalles-California highway at Rabbit flat and Graham flat, north of Klamath Falls, will possibly be let this year. Highway officials attending the meeting were R. H. Baldock, state highway engineer; J. M. Devers, attorney for the highway department; H. D. Smith, construction engineer; Jack Weaver, resident construction engineer, and W. C. Chandler, district construction engineer.

Sweet potatoes are a member of the morning glory family. Poor old King Solomon! 1000 wives, no Wieland's Extra Pale!

KLAMATH SHRINERS TO ENTERTAIN HIGH LODGE OFFICIAL

Klamath Falls Shriners will entertain the illustrious Imperial Potentate of Nobles of the Mystic Shrine George F. Olendorf and Mrs. Olendorf of Springfield, Mo., during their visit in the city Wednesday. Olendorf, who has been visiting temples in the northwest, is making a special trip here from Portland. A dinner has been planned at the Willard hotel at 7:30 o'clock Wednesday evening in honor of the visitors, preceded by a cocktail hour at 6:30 o'clock.

PERSONAL TOUCH
CHICAGO (AP)—Mrs. Roland K. Smith spent a day recently beside the pool of a private club, alternately taking a dip and penning notes to friends. When she left she gave the club a check. A few days later a bank official telephoned and wanted to know if she had made out a check to the club. "Why, yes," said Mrs. Smith, "what's wrong?" "Well," replied the banker, "you signed the check 'affectionately Martha'."

WRONG PEW
ROCHESTER, N. Y. (AP)—While the Rev. Donald H. Gratiot, curate of Christ Episcopal church, was delivering his Sunday sermon, a stray cat which had entered the edifice several times before gave birth to two kittens in a pew. Notified after the service, the Rev. Mr. Gratiot telephoned the humane society. Later, the cat gave birth to a third kitten there. The Mohave desert once was a large fresh water lake.

BAND TO PRESENT WEEKLY CONCERT

The weekly concert by the municipal band will be presented at Mills school tennis court at 8 p. m. Wednesday. The following program will be given:

- March—Chief of Naval Operations—Benter.
- Overture—The Wanderer—King.
- Novelty—Donkey Serenade—Friml.
- Selection—Songs of Scotland—Lampe.
- Waltz—Strauss Melodies—Seredy.
- March—Square and Compass—Cobb.
- Selection—New Moon—Romberg.
- Fox trot—Lady of Spain—Evans-Cailliet.
- March—Electric—Goldman.

KP'S TO PICNIC AT UNION CREEK

Klamath Lodge No. 99 Knights of Pythias will hold its annual picnic Sunday, August 4, at Union Creek camp in conjunction with lodges of Bend, Redmond, Medford, Grants Pass and Roseburg. All members and visiting members and friends are invited to attend. Each party is to bring its own lunch and the lodge will furnish ice cream and coffee.

PELICAN HOTEL
1014 MAIN
NOW UNDER
NEW MANAGEMENT
Reasonable weekly or monthly rates
PHONE 7025

TODAY FOR THE FIRST TIME... YOU CAN GET IT!

World Record
GILMORE Ethyl

PROVED IN A. A. A. TESTS

Yes, absolutely the same new, vastly improved gasoline Mayor Ab Jenkins used on the Bonneville Salt Flats...

Fill up now with this amazing new Ethyl. It's identically the same gasoline Mayor Ab Jenkins used to shatter 21 world records at Bonneville. Positively the most powerful... the best gasoline you could ever buy. New, vastly improved Gilmore Ethyl is available today for the first time. Try this sensational world-record gasoline now; the winning gasoline that drove Jenkins 182.5 miles in one hour... 3,868 miles in 24 hours!

GILMORE
AT Independent DEALERS