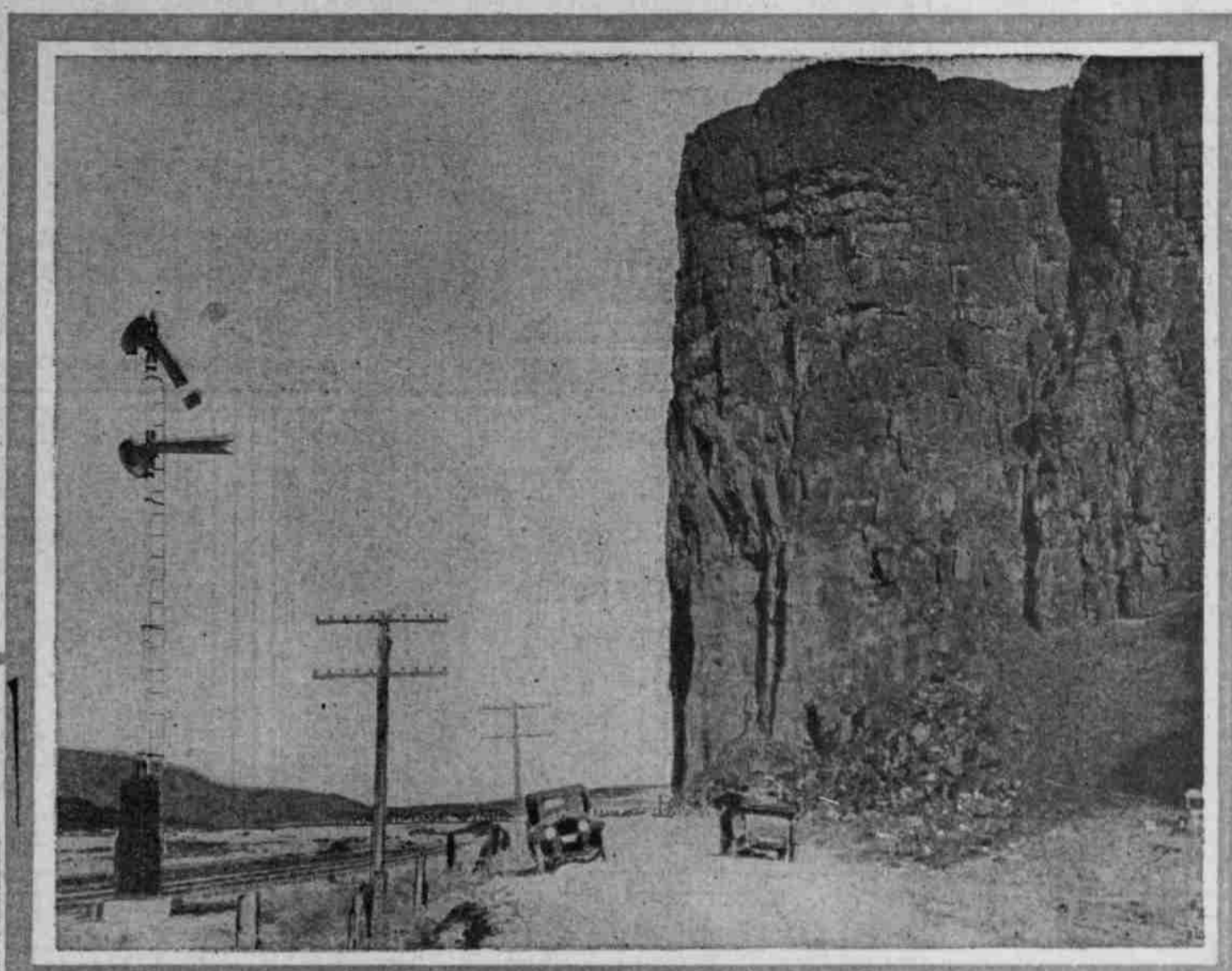
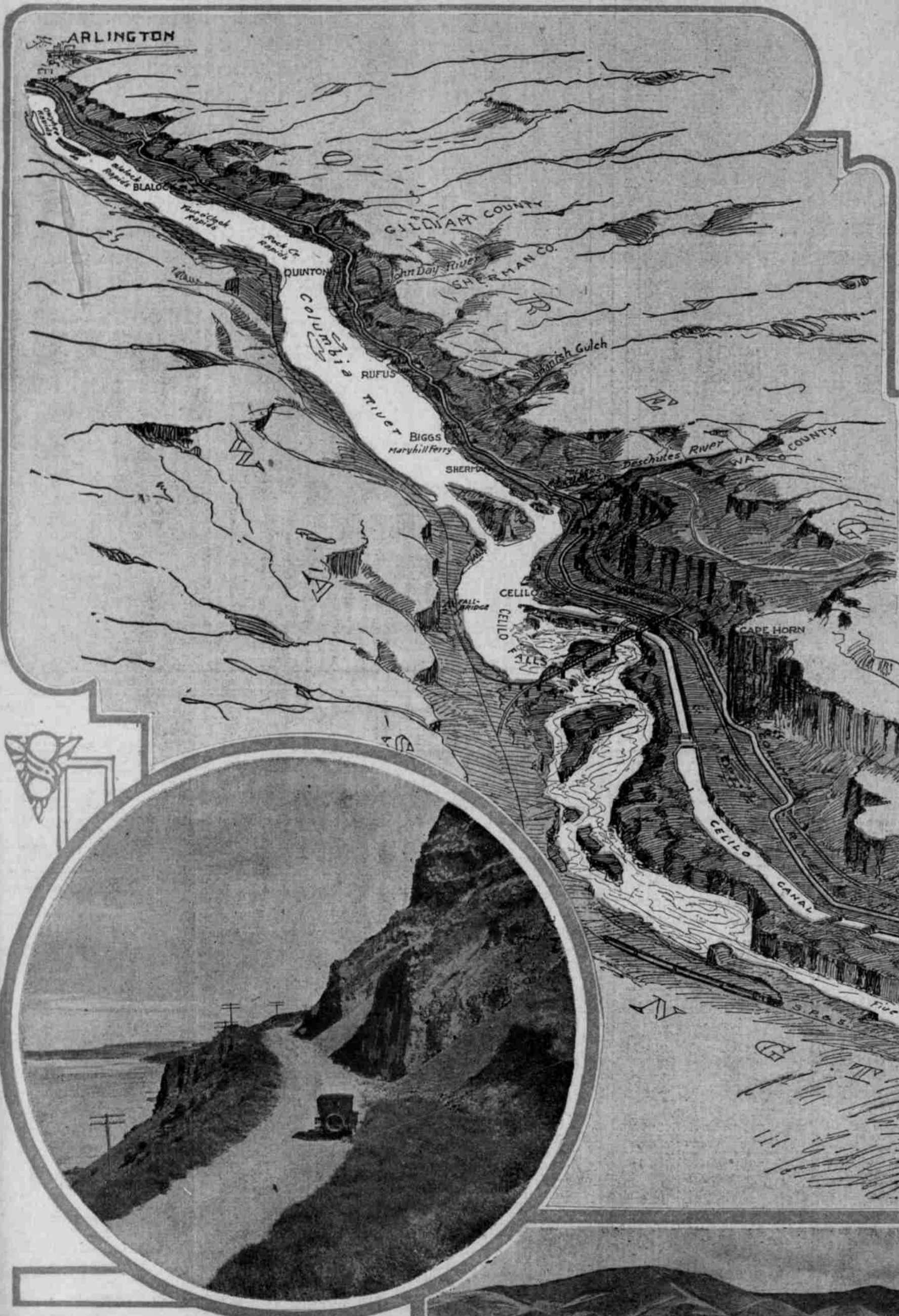
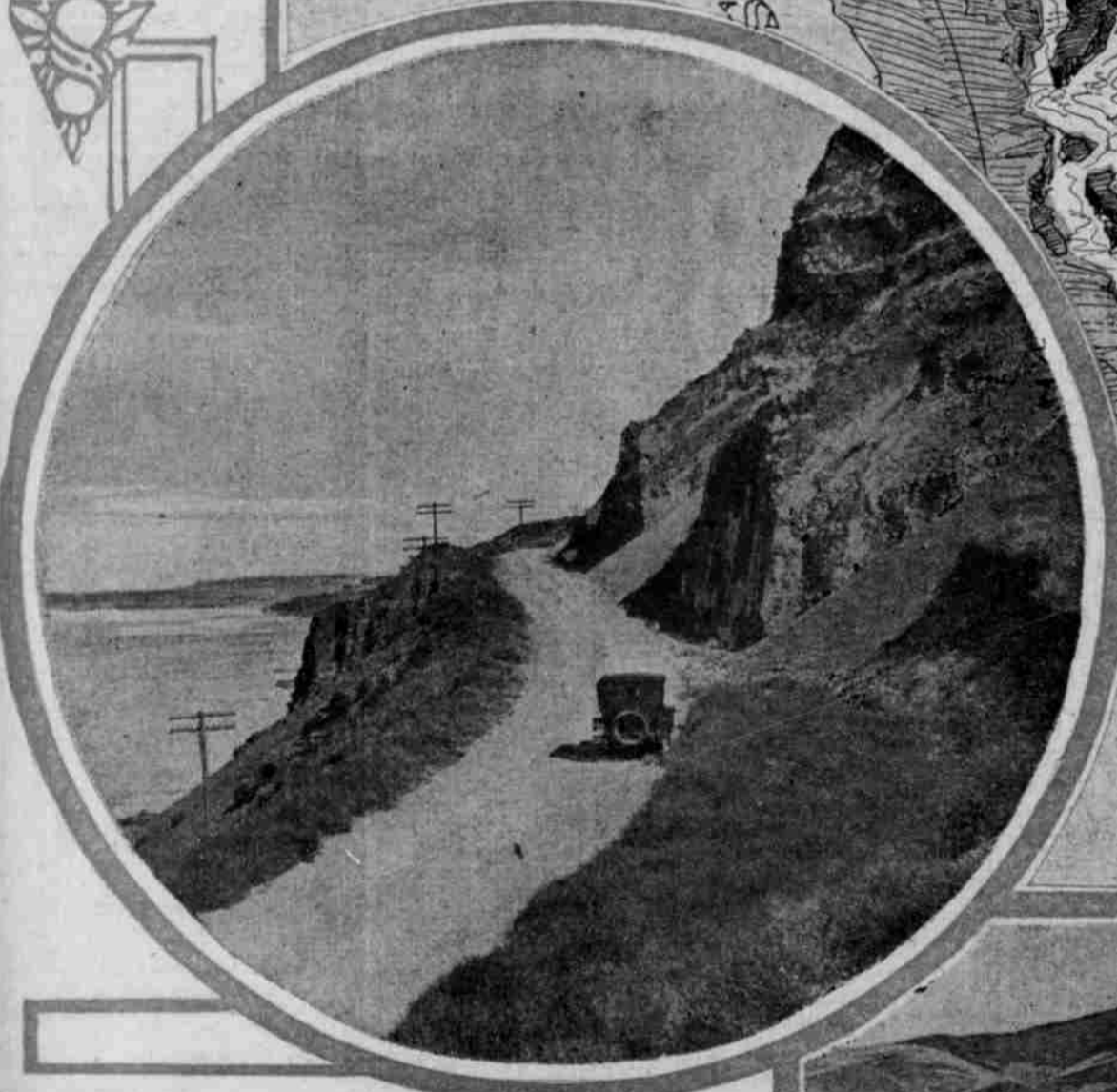


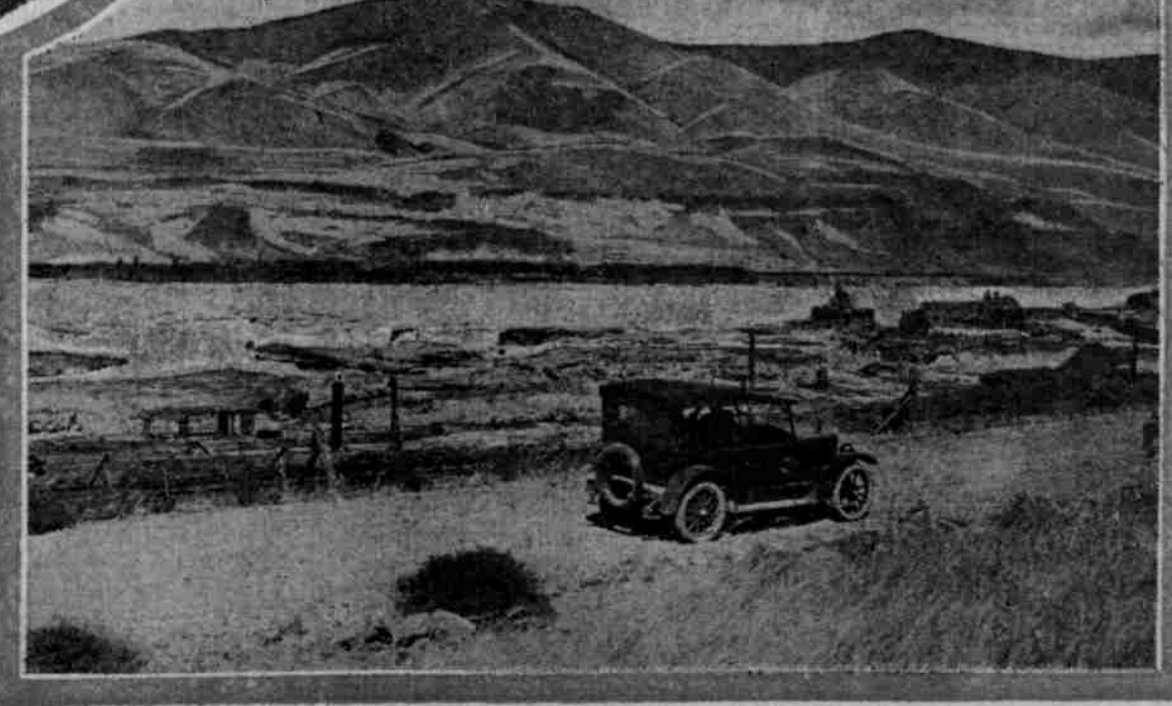
Over the New Columbia Grade East of the Dalles *With an Essex*



Cape Horn, Stubborn Obstacle,
Now Conquered.



Rugged Cliffs Along the Highway Near
Arlington.



The Essex at Cello Falls.

BY H. W. LYMAN.

CAPE HORN, the giant mass of rock fronting on the Columbia river ten miles east of The Dalles, which stood as a barrier to completion of that section of the Columbia river highway since early spring, has at last been overcome, and except for the paving operations between Mosier and The Dalles the Columbia highway is now open on the new and permanent grade throughout the entire distance from Portland to Pendleton, 235 miles.

This, with the 195 miles of paved highway from Portland to Astoria, gives the permanent Columbia river highway a length of 340 miles, the entire distance of which now has been established on permanent grade and surfaced with either pavement, macadam or gravel. This is, perhaps, the longest stretch of permanent improved highway of any state in the union. Of the distance, approximately 184 miles is hard-surface pavement, while the rest is macadam or gravel and in excellent shape.

The new and last stretch of the permanent grade, thrown open to use by the completion of the grade around Cape Horn, is that between The Dalles and the Deschutes river, 15 miles, and

eliminates the severe 20-mile grade over the hills between those two points. This road was particularly steep at the Deschutes river end, and motorists coming west had to climb one of the most severe grades in Oregon. Radiators were wont to boil, and a team kept on hand by the state highway department to aid drivers was in frequent use.

Cape Horn Scenic Feature.

Cape Horn is one of the most unusual scenic features along the highway above The Dalles, a gigantic bluff a hundred feet and more high, which juts out from the adjoining mountain side almost to the water's edge. It is unfortunate that it should have been so named, for motorists frequently confuse this point with the better-known Cape Horn on the Washington side of the Columbia river opposite Crown Point. The Oregon Cape Horn is a formation which in general is similar to Crown Point and to the Washington Cape Horn and offered a barrier to the highway which caused much planning and study on the part of locating engineers.

As the edge of the cliff comes nearly to the water's edge, the Oregon-Washington railroad was forced

to hug closely to the gigantic rock in making its grade, while between the top of Cape Horn, as was done at Crown point, and thus to eliminate the long climb which would have been necessary to get to the higher elevation. A tunnel through the mass of rock, similar to that at Mitchell

point, but seemingly simpler and cheaper of construction, was proposed at that point and completely blocking traffic. Finally agreement was reached, however, and early in the summer the work was begun and carried through with great caution. It

went wrong and that the entire cut was made without any quantity of rock falling over upon the track.

Cape Horn Blasting Slow.

The rock formation of Cape Horn may be likened to tall spires, and it was necessary to work from the top down and to pick off these spires one at a time and to skillfully shoot them down into the highway right-of-way below. The work was handled by fastening tackle up the face of the towering over a hundred feet above. The space between the railroad track drills. An iron bar was sunk into the rock at the top of the cliff and to this the tackle was attached. The worker, carrying the air-pressure drill, was then hoisted by means of a rope and swung east up the face of the rock to the point where the shot was to be made. Here he drilled the hole, put in the "soup" and came down to wait for the shot to be exploded. As only one, or at most two men, could do this drilling at a time and as but small shots could be used on account of the proximity of the railroad track, the work was very slow, and motorists during the entire summer were forced to make the severe detour over the old road, while the new pathway for the highway was being literally

pecked from the side of the cliff. On September 1 the work had progressed sufficiently to allow use of the new grade, and it was thrown open to traffic. All of the blasting has now been done and a sufficient path has been blown out of the base of the rock to give room for the highway beside the railroad track. There remains the permanent grade to be established there and the smooth gravel surface to be completed, and workmen are engaged in that task at the present time. Until late fall, when this final portion of the road should be concluded, motorists making the trip over this road will find about 100 yards of rough single-track highway with a foundation of sharp rocks from which the tires might rightfully cry out in pain.

Trip Made in Essex.

To find out the condition of this new stretch of highway from The Dalles around Cape Horn and as far east as Arlington, the writer made the run from Portland to Arlington and return last week end with Sam Little of the sales force of the C. L. Boss Automobile company, Hudson and Essex distributors. One of the Essex touring models was used for the run, which was made without mechanical difficulty of any kind. This little car has hung up more transcontinental records, perhaps, than any other make of car in this country, and

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