

WILL BUILD \$350,000 MOTOR ROAD TO SUMMIT OF CHEYENNE MOUNTAIN

THOUSANDS ARE SAID KILLED IN CHINESE FLOOD

HUNDREDS OF TOWNS DESTROYED, PEKIN IS ISOLATED

Four Provinces Worst Hit; Engineers Propose to Cut Dikes, Flood Rice Fields

By RAY G. MARSHALL
United Press Staff Correspondent
PEKIN, July 15.—Thousands of lives are reported lost and hundreds of villages destroyed in the Honan, Hunan, Anhui and Kiangsi provinces of China, which have been devastated by floods and landslides brought on by prolonged rains.

Tremendous financial losses have been incurred thruout the western part of the country.

Pekin itself is practically isolated except for the Tien Tsin railway line, which is threatened with inundation.

The entire business district of Kiangsi, the westernmost rail head of China, was destroyed and the railroad

Spencer Penrose and Associates to Ask Bids for Highway Within Few Days; Engineers' Plans Show Wonder Roadway Will Open Region of Beauty

Eight miles of road, constructed at an approximate cost of \$350,000, will be completed to the top of Cheyenne mountain before June 1 of next year, according to announcement made yesterday. It will be built by Spencer Penrose and associates, and will be operated as a toll highway. At the top of the mountain a stone pavilion will be erected, containing cafe, lounging room, large dance floor, and big windows which will open upon views of surpassing beauty. Pikes Peak, Mount Baldy, the Spanish peaks and other points of interest will be clearly visible from the summit, 9,400 feet above sea level and 3,200 feet above Broadmoor lake.

The road will be blasted out of solid rock, and will be 20 feet wide at the narrowest part. The surface will be of decomposed gravel. It will incorporate the Cooking Club road

which will be widened and resurfaced, and will take off at the Cripple Creek road, pass the Cooking club, and then begin a series of wide-swinging turns. The steepest grade will be only 10 per cent and the sharpest curve 70 per cent. It will come to an end at "The Horns," two gigantic boulders which top the mountain, and the pavilion will be built about 300 feet back of the Horns on raised ground.

Preliminary work on plans for the Cheyenne mountain road has been in progress for nine months by a corps of engineers and assistants headed by C. H. Bryson, an associate of the late George Anderson. The surveying work is now completed and bids will be asked within a few days. It is expected that actual construction will start September 1.

The Cheyenne mountain highway will present more difficult engineering problems than any that fell the lot of those who built Pikes Peak highway, for nine-tenths of it will be blasted out by dynamite and there will be many curves.

PLANES TAKE TRAIL OF FLEEING CASHIER

Rock Springs Coal Clerk Is Gone With \$5,000 Payroll; Mountains Are Combed

ROCK SPRINGS, Wyo., July 15.—An intensive man hunt was started here today following the reported disappearance of Clyde N. Fisher, cashier of the Gunn Quealy Coal company, who, according to police and company

WILL BUILD \$350,000

CHEYENNE MTN. ROAD

Penrose and Associates to Start Work at Once on Wonder Highway

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Every precaution against danger will be taken, however, said Mr. Penrose yesterday. There will be no dangerous ledges on the cliffs above the road, several rock banks will be installed and every dangerous curve will be guarded by stone abutments or cable fences.

Two marked advantages there are for the Cheyenne road, the chief of which is its conspicuousness. Situated across the steep east face of Cheyenne mountain, it will be visible from every main highway, the railroads and many parts of Colorado Springs. The second is the fact that it will be open the year around.

Col. L. T. Ginger conceived the idea of a road up the front of Cheyenne mountain, and 30 years ago purchased the east slope for that purpose. The

Broadmoor hotel company later bought it, and the entire road is on the hotel's grounds.

The eight-mile climb from the Broadmoor hotel will require about half an hour by automobile. Attractive picnic sites, especially near the Saddle, will prove popular. Cheyenne mountain is in distinct contrast to the bald and rugged surface of Pike's Peak, and will prove a paradise for picnickers. Stairways to the top of the Horns, and other devices for the pleasure of those who make the trip will be provided by the builders of the road.