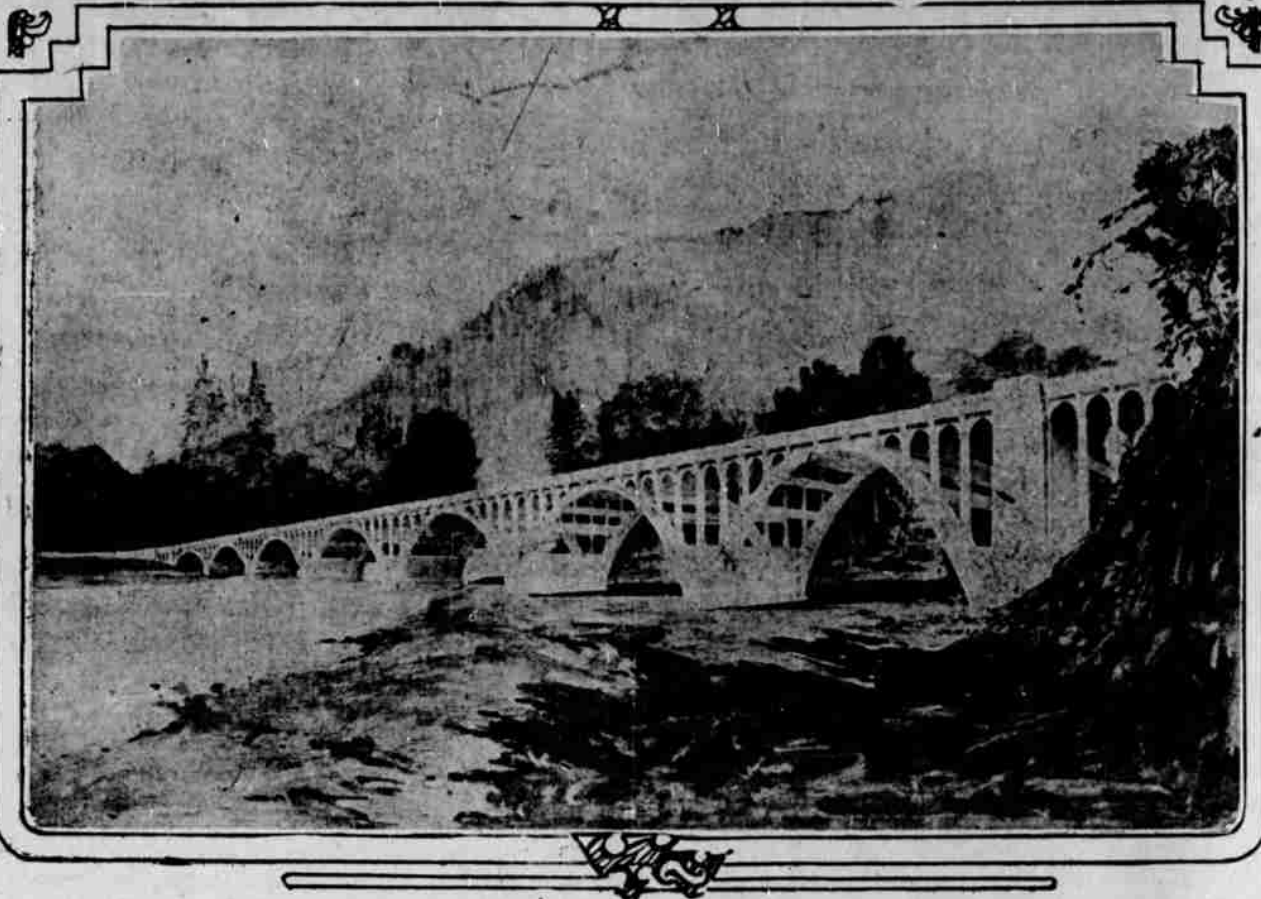


NEW BRIDGE ON PACIFIC HIGHWAY AT WINCHESTER



HIGHWAY AND MARKET ROADS

(By F. C. Frear.)
County Roadmaster.

A few counties of the great state of Oregon can boast of greater achievement along the line of good roads than Douglas county, which has at the present time in the neighborhood of 1300 miles of roads and highways, and 3000 bridges. Nearly one-third of the entire Pacific highway, from the California line to the Washington state line, or, to be exact, miles, traverses Douglas county from north to south. This great highway is practically complete with the exception of four short sections or gaps which will no doubt be completed this year, thus eliminating four dangerous grade crossings.

The Winchester bridge, one of the finest concrete structures in the west is situated five miles north of Roseburg, and crosses the North Umpqua river. This great structure is composed of seven 100-foot arches of concrete design and is 925 feet in length. All and cost in the neighborhood of \$125,000. It is a bridge of which any county can be proud, and will stand many centuries as a monument to its engineers and builders. The Pacific highway has no grade exceeding five per cent and is paved with a 16-foot pavement on a 24-foot road bed. Two types of pavement were used on this highway: viz. asphaltic concrete type and also in the neighborhood of 20 miles of 7-inch concrete pavement were laid. Both types of pavement are giving good satisfaction at the present time. The stretch of pavement from Canyonville to the Camas ranch, which was opened in 1923, being one of the finest stretches of concrete pavement in the northwest. Second to importance in our county road system comes the Coos Bay highway. This road leaves the Pacific highway at a point eight miles south of Roseburg, and after passing through a rich agricultural section for several miles climbs over the Coast range to mountains, or Camas mountains, as it is locally known to Camas valley, where it strikes the Coquille river and follows this stream to the county line and on to Myrtle Point, Coquille and Marshfield. The distance from Roseburg to Marshfield is 19 miles, of which 23 miles of this highway is in Douglas county. This highway is now completed and has been laid out and constructed on excellent standards, there being no grade exceeding five per cent, while the alignment is excellent, having no sharp curves on the entire line. This road has been surfaced with crushed rock, which was placed 2100 yards to the mile, and is now holding up well. The completion of this road has also placed us in close touch with the Coos Bay country. There are now several stage lines operating between Roseburg and Coos Bay, making the trip in about four hours, where a few years ago a trip by auto from Roseburg to Marshfield during the winter months was as unheard of as a trip to the moon.

Third in importance, I should almost say first, is our road from Roseburg to Reedsport, as this road, when complete will link our county seat with one of the boom towns of the coast, and second largest in the county. The town of Reedsport was named after Warren Reed, its founder, and a few years ago was nothing but a few fishing shacks where today it boasts a population of 2,000 and five saw mills with a monthly payroll of over \$100,000. Reedsport is on the Willamette-Pacific branch of the P. and aside from its saw mills, large dairying and fishing industries, also one of the finest natural harbors on the Pacific coast. For this town has been isolated from

the rest of the county, there being no road to the outside world. The only means of transportation was by boat to Scottsburg, thence by stage to Drain or Oakland over miles of bad roads. To say that the people of Reedsport are road boosters is putting it mildly as shown by the fact that the residents of this district have just recently voted a 10-mill road tax almost unanimously in favor of the completion of their road. This tax will raise in the neighborhood of \$42,000.00 and plans are now under way for the completion of the 3.34 mile section of this road. Owing to the fact that this uncompleted section of road lies within the boundary of the Sinlaw National forest, the bureau of public roads will furnish \$35,000.00 to help complete this project, which is one of the heaviest pieces of road construction in the west, there being 160,000 yards of solid rock to blast out along the Brandy Bar bluffs. Aside from the funds derived from the special tax and bureau of public roads, \$15,000 will come from the county bond issue of 1921 and the balance from the state market road funds. During the past year he county has completed the grading on two sections of the road between Scottsburg and Reedsport at a cost of \$240,000. These sections were of heavy construction, the lower section being built by dredger and the upper section by steam shovel. Upon completion of grading and surfacing of these three sections and construction of a bridge at Mill creek, the county will have an all-year road from Drain to Reedsport. There will be no grade in excess of five per cent or six per cent and for most part the grade is practically level. All that has been constructed so far has been practically on state highway standards; that is, a 20 foot road bed. This road when completed will form the shortest connecting link from the Pacific highway to the Roosevelt highway in the entire state, also the best grade. The entire distance from Drain to Reedsport is but 54 miles. The road from Drain to Scottsburg which is the head of navigation on the Umpqua river is now passable all year for cars and at the present time, there is a daily mail route between these points, also, a daily stage line from Roseburg to Scottsburg by way of Drain which connects with the daily mail boat at Scottsburg. The trip from Roseburg to Scottsburg by Drain, a distance of 71 miles is made in from three to four hours. The Port of Umpqua is also actively engaged in deepening the channel of the Umpqua river from Reedsport to Gardiner to the mouth of the river, while already a good natural harbor will be so improved that the largest of vessels can come over the bar at any time of the year and receive cargoes of lumber and farm products from the wharves in Reedsport and Gardiner.

Fourth, in importance to Roseburg and the surrounding county is the road from Roseburg to Glendale and thence up the North Umpqua River to eastern Oregon. This road has nearly all been put on a standard grade of not over 5 per cent and 20 foot road bed from Roseburg to the Lone Rock Ferry. At the present time, work is well under way on the new bridge across the North Umpqua river at Lone Rock ferry and by early next season this bridge should be completed. The road district from Lone Rock Bridge or ferry to Rock Creek having voted a 10 mill road tax, this section of road will be greatly improved and widened next year. From Rock Creek to the Umpqua National Forest boundary, the county and E. P. R. have ex-

pended \$43,000 in the past 2 years and grading is now completed to within 2 or 3 miles of the National Forest boundary. This section of road which was built under the supervision of the E. P. R. is all on a standard grade and alignment, no grade exceeding 5 per cent. Considerable grading has also been done by the Forestry dept. from the east end of the county down the river and within a very few years, this road should be completed to eastern Oregon. When once this road is completed, it will be one of the most scenic highways in the state, also the shortest route from Portland via the Pacific highway to Roseburg and on to Crater Lake. This road will also tap the Diamond Lake country which is a great summer resort and paradise for hunters and fishermen. Aside from a pleasure road, this road will no doubt prove of great commercial value in the fact that it will link our county with the great eastern Oregon country and afford a good outlet for our fruits and other farm products to eastern Oregon.

Fifth in importance comes the road from Canyonville to Tiller and on through to Trail, when it connects with the Crater Lake highway up the Rogue river from Medford. The road from Canyonville to Tiller has been improved considerably during the past year. In fact all the steep grades have been eliminated, there now being no grade exceeding 5 per cent between these points. From Tiller up Elk creek the road has been opened by the bureau of public roads and placed on an excellent grade and alignment up as far as Drew. From this point on through to Trail the road is passable during the summer months and has had considerable tourist auto traffic during the summer months and has not having voted a special tax last year and again this year, will help greatly in improving this important road. At the present time, this road is the shortest cut from Canyonville and all points north on the Pacific highway to Crater Lake cutting off over 25 miles as against traveling to Gold Hill or Medford, and thence to Crater Lake. This road, aside from being a scenic road and short cut is also proving to be of commercial value as numerous truck loads of Dillard melons have found their way to eastern Oregon markets over this road.

The end of the present year practically sees the completion of the 1921 road bond programme. The bond issue of \$1,100,000.00 has been used to good advantage and many sections of the county which were in the mud 6 months out of each year have received surfaced roads to their doors, built on permanent grades and well surfaced. Of the entire bond issue which was allotted to 32 different road projects, there remains in the neighborhood of \$50,000.00 of which \$46,000.00 goes to the state highway commission and \$4,000.00 to Douglas county to finish five uncompleted county projects. In the first place bonds project No. 19 or the Coos Bay highway received \$200,000.00 and bond project No. 11 or the Pacific highway received \$185,000.00. This left \$715,000 to be expended under the direction and supervision of the county court on 33 different county projects, there still remains a balance of \$44,000 on the five uncompleted projects. The total amount spent to date under the direction and supervision of the county court is \$671,000. To show the taxpayers and citizens of the county

that value has been received for every dollar expended under their supervision, a brief summary or review of the work that has been accomplished also the magnitude of the work done is shown as follows:

1st. 84 separate road contracts were let, 2nd. 108.3 miles graded and put on a permanent grade, 3rd. 121.4 miles surfaced with gravel and crushed rock and a total of 125,000 cubic yards of gravel, and crushed rock placed on these 33 roads. If this gravel and rock could be gathered together and dumped in one pile, it would fill a building the size of the Perkins building. 4th. 1.3 miles of road paved with a seven inch concrete pavement 16 feet wide with four foot shoulders on each side. 5th. 62 old rattletrap wooden bridges eliminated by the construction of 24 reinforced concrete bridges and culverts, by corrugated culverts and fills and by changes in the road that will forever do away with these 62 bridges. 6th. 11 wooden bridges having a carrying capacity of 15 tons safe load were constructed. These bridges if placed end to end would form one continuous bridge 1707 feet long or one-third mile in length. 7th. 50 acres of right of way cleared and grubbed or equivalent to a 90 acre farm. 8th. 15,710 feet of metal and concrete pipe culverts installed or equivalent in length to the watermain that supplies Myrtle Creek and Yoncalla with water. The culvert pipe was of various diameters ranging from nine inches to five feet in diameter and from 16 gauge to 10 gauge in thickness.

The road bond program has been to a great extent responsible for the consolidation plan among rural schools. The writer can cite many instances throughout the county where several small schools, employing one teacher for two or three scholars have been consolidated into one large school district. New modern school-houses erected and fully equipped, free auto transportation furnished scholars from every corner of the district to and from school, thus enabling every child a chance to receive a good education without leaving home. The consolidation plan of rural schools is one for which our county school superintendent is to be commended and shows conclusively that good roads are very essential in the education of the rising generation.

Aside from the bond roads constructed, during the past year \$68,000 was spent on 28 different market road projects. Two of these projects are worthy of note. One was the opening of the new road from Olalla around Hoover mountain to the Coos Bay highway, known as market road No. 33. This road eliminates a very bad mountain entirely and was constructed from the market road fund by county forces and equipment under D. O. Weatherly, foreman. The opening of this road necessitated the construction of a bridge across Looking Glass creek. The 90 foot steel bridge formerly on the Pacific highway at Drain was taken down and moved to Olalla and rebuilt. The other project known as the Brown section of market road No. 8 which is a section of the Drain-Reedsport highway and was a very muddy stretch of road during the winter months in fact, impassable for cars, was ordered surveyed and advertised by the county court. The roadmasters estimate for the grading of this section of road, 1 mile in length was \$3900. Three bids were

submitted for the grading as follows: McDougal and Lindsay \$6585.00; R. D. May, \$5831.00, and A. L. Dyer \$5807. As the ranchers were all anxious to do the work on this section of road, the same was built force account under the supervision of Clyde Rydell, road patrolman for \$2682.52 or a saving of \$120.00 under the estimate and \$2100 under the lowest bid. There are many such instances in our road building programme, too numerous to mention.

The county is divided into 60 road districts with 62 road patrolmen. Last year 17 of these districts voted special taxes for the improvement and maintenance of their roads, the taxes raising \$36,754 for this purpose. The fact that the residents of these 60 road districts realize the value of good roads and are anxious to keep on with road construction and maintenance is shown by the fact that this year 35 road districts voted special taxes. These special taxes will raise approximately \$122,000 and will be a great help towards the maintenance and construction of more good roads.

During the past year, many bridges have been built, maintained and repaired and in every instance where new bridges were built, they were constructed along state market road standards. Owing to the increase in motor truck transportation it has been necessary to build these bridges so they will carry a safe load of at least 15 tons, in order to take care of future requirements.

In carrying out this vast road program of the past two years, a great deal of credit is due the members of the Douglas county court, Judge Quine and Commissioners Long and Weaver. All members of that organization have worked hard and faithfully in investigating all road petitions for each and every improvement actually going over the ground in every case, ordering the surveys, securing the rights of way which alone was no mean task as it involved many acres of land to make the necessary changes from the old roads which were nearly all located over the highest hills available. After rights of way were secured, the different projects were advertised for bids; the lowest bidder was awarded the contract, providing the bid was not in excess of the roadmaster's estimate. In that case, many of the roads were built force account by some competent grading foreman and surfaced by the county's own crushers and trucks. In most cases these roads that were built by force account were

Mining in Southern Douglas County

By J. A. Becker.

During the year 1923 mining in Douglas county received a new interest through the development of several properties in the Riddle, Canyonville and Tiller districts.

The finding of high grade ore and placer deposits gave the needed assurance to local and outside people of the mineral wealth in these districts and the close of the year finds greater activity in mining than we have had or known for a long time.

Early in the year the Oregon Exploration company reached the vein in the long tunnel and encountered a fine body of ore, mostly copper and silver, a good shipping grade which attracted much attention. Then following came the Canyonville strike of gold and platinum and immediately the Tiller mine came to the front with a wonderful deposit and reported value of a thousand dollars to the ton needless to add here that parties got very busy and we can now estimate the many properties that are working, as we write.

Taking in order of most development we must begin with the Riddle district, which includes the mines at Silver peak, Cow creek and Middle creek. First the Oregon Exploration company at Silver creek is probably the best showing with over one thousand feet of underground work and a vein 25 feet wide in which calcopryite carrying copper 22 per cent, silver 60 ounces, as the greater part of the vein, but next to the wall this deposit is protected by a 20-inch streak assaying 254 1-2 ounces gold, 239 ounces silver and 14 per cent copper, and the company is preparing the road so that they can ship the ore while the reduction works are being built, then they will produce the bullion and the metals right at the mine, stopping the transportation and smelting charges, which are a large item, built as cheaply as by the contract method.

An home was not built in a day, so with our road system. It will take years of hard work and lots of perseverance to put all our roads in first class shape; however, the residents of Douglas county can be depended upon to keep the good work going, and we have every reason to be proud of what has already been accomplished.

This property surely has earned a place as one of the best mines in the state. Second to this comes the Silver Peak extension on the Middle creek slope, with ore of one \$180 to the ton. Following on the same trend or zone we have four other properties showing good returns. Then the Cain and Logsdon property on Middle creek which gives \$30.00 ore at the grass roots, and the free gold claim of William Horn and the Bredford property.

The placer workings are the Yokum claim at the mouth of Cow creek, which produced \$1,100.00 in one month.

Going from Riddle toward Canyonville we come to the Hollenbaugh placer under lease to Huntley and others, then the Levins mine, owned by the Canyonville Mining company, which has been idle since 1919, owing to shortage of water, but now starting up again. This property is so well known that it is not necessary to say produced the most gold in this district while working, and still has big ore reserves.

The properties in Ash creek owned by Mr. Logan and the claims of Wells and the Beaver Springs property owned by Marsh and Shaver, all show high values in gold and silver.

We now reach Canyonville and the claims of Platinum Tin and Palladium situated on Canyon creek above the town, there are so many of these locations that we can only mention the properties of Mr. Stenger and Dr. Coryell which have the most development and show the highest values but must mention the party located on the west fork of Canyon creek, who is installing a hydro-electric plant to work his ore. This system represents the best yet to prove the platinum values since no better system for the reducing of these rare metals can be found, it is hoped he will succeed.

Following the South Umpqua river towards Tiller, we find mines at Days Creek, Coffee Creek and near Tiller on Elk Creek, and Drew. Still going up the river some 14 miles above Tiller we come to Clark's Camp, the mining camp of the Palladium Gold Mining Co., Incorporated. It is difficult to tell about this deposit since the width and extent of the ore bodies

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