

ROSEBURG, OREGON, FRIDAY, JANUARY 1, 1926

THE GATEWAY TO VACATION-LAND

Marvelous Loop Trip Will Give Tourist Opportunity to See Both Pacific and Roosevelt Highway, with Roseburg as Hub of Both.

With the completion of the Roosevelt Coast Highway, Roseburg will again be the cross-roads for one of the finest loop drives in the state of Oregon. Travelers from the south can either take the coast route to Coos Bay and then loop over the Marshfield-Roseburg highway through this city or travel over the Pacific highway and turn here over the coast road connecting with the Roosevelt highway. The loop drive, pictured on this page, is one of the most beautiful trips in the entire Pacific northwest. The highways traverse a heavily timbered section, terminating with marvelous views of the ocean. The Roosevelt highway skirts the ocean almost all the way from Bandon to Crescent City, California, and from that point there is a highway connecting again with the Pacific highway at Grants Pass.

Residents of Douglas county are eagerly looking forward to the time when the Roosevelt highway will be open for travel. It will offer the summer vacationist an opportunity to hop into the flivver Saturday afternoon and make the wonderful loop drive, logged in the accompanying sketch, during the week-end.

The Coos bay section is extending the hand of welcome to Douglas county citizens. Better relations between the bay and coast cities have been established since the opening of the Roseburg-Coos bay highway and those with vision are picturing the day when a railroad will run direct from Roseburg to Marshfield.

Only a short distance of the Roosevelt highway between Marshfield and Reedsport remains uncompleted and when that stretch is opened for travel, it will mean a wonderful future for that country.

Roseburg, held as it is, in the palm of Mother Nature's hand, is similar to a large basin into which is pouring tourists from every state of the union. It is a logical stopover point for the weary traveler and the hotels of the city are in reality tourist information bureaus, dispensing all sorts of data concerning the various places of interest within easy motoring distance from this city. Every effort is being made locally to induce visitors to make the trip over the Coos Bay highway and the bay cities are likewise promising to divert as much traffic as possible over the highway to Roseburg when the Roosevelt highway is opened. This cooperation will work to the advantage of both sections and spells a greater prosperity for the southwestern portion of the state.

The effort being made to secure money to complete the North Umpqua road to Diamond and Crater lakes has not slackened and already the officials of the Roseburg Chamber of Commerce have been assured by the Oregon delegation in congress that they will do everything within their power to secure the appropriation of funds. Only about twenty miles remain uncompleted and when enough money is available to continue with the road construction it will be the closing link in Douglas county's scenic highway. This places the coast country closer to the wonder lakes of Oregon and puts Roseburg on the map as a cross-road center once more. Aside from a pleasure road, this highway will prove of great commercial value in the fact that it will link our county with the great Eastern Oregon, and afford a good outlet for our fruits and other farm produce to that great section of the state.

Douglas county, as can readily be seen, is the gateway to vacation-land. With the coming of the gas-buggy, almost every family can live next to nature during almost the entire year, thanks to the balmy climate enjoyed in this favored section of the coast. The automobile has eliminated time and distance so that no place is outside of the zone of possibility for a day afield, in the stream or in the woods.

Within twenty minutes after you leave the city limits on your journey over the highway to Coos bay you are in the wilds of Douglas county and surrounded by scenery unsurpassable. It is worth your while to make a trip to Roseburg, stop over night and start out the next day for the wonder-trip of them all, the journey over the Roosevelt highway loop, with Roseburg as the starting and finishing station.

Timber Resources of This County Show Vast Wealth

The commercial timber resources of Douglas county are enormous, and up to the present time have scarcely been scratched. For a great many years the only timber milled in the county was for its own local needs. Available supplies closer to the large markets prevented the development of what is destined to become the greatest single industry of the county. With the rapidly waning stands of the east and south the country is beginning to look to the Pacific coast for its future timber supply.

Oregon now holds third place in the United States in the annual timber cut, being exceeded by Washington and Louisiana. Douglas county is beginning to reap its heritage of matchless timber wealth, as evidenced by the busy mills in the vicinity of Reedsport and Gardiner on the water, of Glendale on the south, and number of small mills in the northern part of the county. For those interested in this great industry a glance at the following table will reveal our vast resources:

Species	Private	Natl. Forest	Total
Douglas Fir	35,550,000,000	12,800,000,000	48,350,000,000
Western Hemlock	4,500,000,000	1,600,000,000	6,100,000,000
Western Red Cedar	900,000,000	320,000,000	1,220,000,000
Sugar Pine	675,000,000	240,000,000	915,000,000
All Others	2,955,000,000	1,040,000,000	3,995,000,000
Total	44,580,000,000	15,960,000,000	60,540,000,000

*Contains several billion feet of former Oregon & California Railway grant lands; title now vested with the United States, and timber being sold under equitable terms through the Land Office, Department of the Interior. The National Forest timber may also be purchased in large or small quantities.

It is estimated that when the lumber industry in this county reaches its stride that there will be an annual payroll from this source alone of \$12,000,000.

The private owned acreage of timber in Douglas county totals 729,167 acres; the acreage of the National Forest in Douglas county totals 1,003,960, and the Oregon & California railroad timber land totals 11,007, or a grand total of 2,234,134 acres of timber land in this county.

