

MANY LA GRANDERS ON LONG AUTO TRIPS

Out of the maize of automobile parties that went to Spokane during the past 10 days, two stand out prominently. One was the feat of Mrs. Will J. Church in driving over precarious and dangerous roads, steep mountains and roads good and roads bad. Another was a rather remarkable drive in the Mohr car.

In the first instance not a single person other than Mrs. Church touched any valves, levers or steering of the Haynes. She took the party safely over the hill to Pendleton negotiated the famous Cabbage hill, took the ferry, entered and left garages and in fact executed all the tricks and knowhow and nerve that a trip of that sort requires. The party reports but one spot in Washington where roads were bad, and that in Franklin county—otherwise the highways were very good and in spots as good as any city pavements.

W. P. Mohr's Ford did a first-class run to Spokane. W. P. Mohr, H. L. Mohr, W. Van Louven, and R. O. Paynter left La Grande Sunday morning at 1:15. They arrived at Walla Walla at 6, left Walla Walla at 7:30 and arrived in Spokane at 5 p. m. Time lost included 1 hour 25 minutes at Walla Walla, 45 minutes at the ferry and 1 hour for lunch. The men scattered Speed 'Em up cards at every stop, and blazed a trail of advertising for the races at La Grande. All report keen interest and motorcyclists as far north as Spokane said they would be here for the contests.

With gasoline uppermost in the minds of all La Granders, come negotiations for a day of automobile races sometime this summer—in fact the racing game has its grip on La Grande; first the motorcycles, then the "hoss" racing in September, and now, if many have their way there will be a day for automobile racing too. As far north as Washington points the motorcycle races have won reputations and various clubs have written to La Grande asking for a day for the automobile too. There is some talk of making a go of it this fall on the new speed 'em up track.

La Grande, July 22.—(To the Editor)—"This is vacation season. I have just returned from one and in response to a kind invitation am glad to philosophize about it at the public's expense.

A vacation, properly constituted should embody three elements aside from merely pleasurable experiences. First—A complete mental change. Drop absolutely all accustomed business. Second—A reasonable amount of physical exercise. Third—A quest—a zestful adventurous spirit of investigation. The presence or absence of more or less hardship doesn't materially signify, provided you have good health. Thus I venture the guess that Mr. Leighton's recent good time was not wholly spoiled by the fact that his party was blocked overnight in a huge mud-hole, and next day—our first day out from La Grande—we found him cheerful as ever, about to start on a five mile walk to Mencham for repair materials, wearing the smile that wouldn't come off, and some mud that wouldn't either.

A little later we met another La Grande resident who had a similar experience in the terrific rains of the last of June in the John Day country and on our return we met "Dick" Jones and his party just west of Hood

River once more on the road after a twenty-four hour delay due to a broken hub.

Three blow-outs in 24 hours marked the climax of our troubles, with bad roads and wet weather a good second. Yet I am sure all of us were having a good time plus the three elements first mentioned.

To see the glories of the Columbia river while traversing the 40 miles of hard-surfaced, full width highway leading into Portland, is in itself a dream which more than pays for the night-mare of slippery clay and steep grades known as Seven-mile Hill west of the Dalles. It was here that a The Dalles mechanic recently went out and found five cars off the grade and the owners dejectedly awaiting rescue. Like a good samaritan he pulled them out of their troubles, but was "all in" himself as he expressed it. His own Appersen Jack-Rabbit was only saved from wreck by striking a rock some 20 feet off the road the size of a trunk.

Next to the Columbia Highway the most ambitious link in the great Pacific highway now under construction in Oregon is the 25 miles of hard-surface between Astoria and Seaside. The 8-foot width of center-made cement and bitulithic is receiving a three-foot margin at both sides, of macadam which will allow of cars passing each other easily. At present one often has to slump over the side most uncomfortably.

From Seaside there is a very good road 10 miles south to Cannon Beach. As a resort Cannon Beach is not yet fully developed but is one of the finest on the coast. It affords two small but comfortable beach hotels and a small grocery. But the beach! One can strike a forty-mile pace over the moist sand which forms a remarkably perfect speed-way several hundred feet wide at low tide and extending for miles. The great Seal Rocks add to its beauty and interest very markedly.

One is surprised on visiting Astoria to find he must climb a long steep hill into the residence section and then take a precipitous descent before reaching the business district—climbing the ridge-pole in order to enter the front door, so to speak. This is being remedied by a street now under construction around the point; but in this the oldest town in Oregon one wonders "Why not long before this."

The same thought strikes the traveler on looking out over the magnificent harbor containing some twenty square miles of water surface. The majestic Columbia meets the Pacific in the distance so faint and far that viewed from the top of the grain elevator at the now municipal docks over 100 feet above the water (docks costing \$900,000 by the way) the jetty and a work train moving upon it are barely discernible.

The Hudson has her New York, the Mississippi, her New Orleans, the Amazon and La Plata their Rio Janeiro and Buenos Aires. Every other great river in the world except the torrid and savage Congo and the Yukon of the Arctic has its great seaport. Even the misgovernment of the Turk cannot reduce much below a million the population that gathers along the magnificent natural waterway that separates Asia from Europe—perhaps the fairest spot in all this world. Yet here is the second greatest river in the United States—and one of the greatest rivers in the world—draining a vast basin of wonderful

fertility, endowed by nature as she has endowed few regions of the earth's surface, with a population around her splendid harbor mouth of less than 20,000 souls—and the oldest settlement in Oregon!

A hint of explanation I gleaned from the fact that the gasoline that Astoria uses, first passes by her doors a hundred miles inland, then returns to her—and Astoria foots the bill. So with cement and other products.

The parity rates now granted her at last should change all this.

Six years ago I prophesied that the sea-port outlet of the Inland Empire could not remain at the Willamette but must go down on to the Columbia, how far down I was unprepared to say; now after seeing the harbor I believe the time will come when it will mainly go there.

H. L. UNDERWOOD.

Union county with her liberal amounts of forest reserve and also being in the path of the proposed state highway, is, perforce, keenly interested in the fact that the sum of \$85,000,000 of Federal funds is made available for the construction of rural roads, by the passage of the Federal Aid Road Bill which became a law on July 11, 1916. Of this sum, \$75,000,000 is to be expended for the construction of rural post roads under cooperative arrangements with the highway departments of the various states, and \$10,000,000 is to be expended for roads and trails within or partly within the National forests. The act limits the Federal government's share in road work in cooperation with the states to 50 per cent of the estimated cost of construction. Federal aid may be extended to the construction of any rural post road, excluding all streets or roads in towns having a population of 2,500 or more except the portions of such streets or roads on which the houses are, on an average, more than 200 feet apart.

Five million dollars is made available for expenditure during the fiscal year ending June 30, 1917, and thereafter the appropriation is increased at the rate of five millions a year until 1921, when the sum provided is twenty-five millions, making a total of seventy-five millions. In addition, an appropriation of one million dollars a year for ten years, a total of ten million dollars, is made available for the development of roads and trails wholly or partly within the National forests.

The class of roads to be built and the method of construction are to be mutually agreed upon by the Secretary of Agriculture and the State highway departments.

Apportionment of Funds

The act provides that after making necessary deductions for administering its provisions—not to exceed 3 per cent of the appropriation for any one fiscal year—the secretary of agriculture shall apportion the remainder of each year's appropriation in the following manner:

One-third in the ratio which the area of each state bears to the total area of all the states;

One-third in the ratio which the population of each state bears to the total population of all the states;

One-third in the ratio which the mileage of rural delivery routes and star routes in each state bears to the total mileage of rural delivery routes and star routes in all the states.

Estimates for Funds Needed
Project statements setting forth the proposed construction of any rural post road or roads in a state are to be submitted by the state highway department to the secretary of agriculture, and upon approval by the secretary all necessary surveys, plans, specifications and estimates must be furnished. The roads projected must be of a substantial character, and items covering engineering, inspection, and unforeseen contingencies are not to exceed ten per cent of the total estimated cost of the work.

Upon completion of the work as approved by the Secretary, the amount set aside for the project is to be paid to the proper state official. The secretary of agriculture is given authority in his discretion to make partial payments as the work progresses, but not in excess of the Federal government's pro rata share of the labor and material which have been actually put into construction work, nor in excess of \$10,000 per mile, exclusive of the cost of bridges of more than 20 feet clear span. All construction work is subject to the inspection and approval of the secretary of agriculture.

States Charged with Maintenance
The various states securing aid under the provision of the act are charged with the making of needed repairs and the preservation of a reasonably smooth surface, considering the type of the road, but are not obliged to make extraordinary repairs or undertake reconstruction. If after due notice, a state fails to maintain a federally aided road properly, the secretary is required to refuse further aid until the road has been properly repaired at state expense.

\$10,000,000 For Roads and Trails
The sum of \$10,000,000 is made available in yearly appropriations of \$1,000,000 for the cooperative construction and maintenance of roads and trails within or partly within the National forests by the United States, States, Territories, or counties in which the forests lie. Expenditures for this purpose are not to exceed ten per cent of the value of the timber and forage resources available for income upon the National forests where the roads or trails are constructed. Beginning with the next fiscal year after an agreement is made between the secretary of agriculture and a state, territory, or county for the cooperative construction of such roads, ten per cent of all revenues from such forest are to be applied toward reimbursing the U. S. government for funds expended in road work until the

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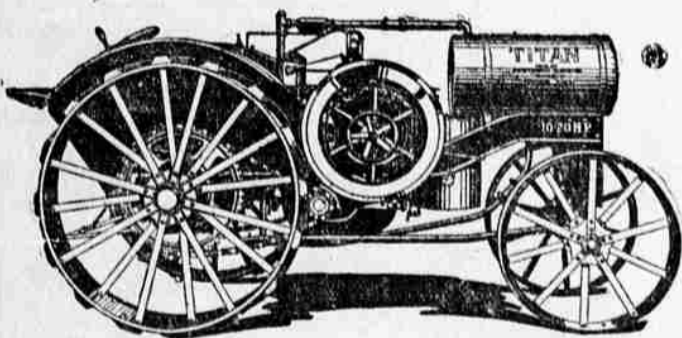
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