

WORK UNDER WAY ON OLD OREGON TRAIL

Only Pendleton-Cabbage Hill
Gap Not Contracted For.

GOOD PROGRESS ON ROADS

Contracts for 110.44 More Miles of
Construction Let Last Week
by Highway Commission.

BY JOHN W. KELLY.
Of 110.44 miles of road work placed
under contract by the state highway
commission at its session Wednesday,
47.5 miles were on the Oregon trail,
and at the July meeting the section

highway through Jefferson county and
from Bend to the Jefferson line. De-
schutes county, however, will have to
raise more money to co-operate on the
highway south through the county to
Klamath county.

Government Busy, Too.
While the state is carrying on its
vast construction programme, the fed-
eral government will also be busy. As
soon as the snows disappear sufficiently
to permit contractors to go over the
ground, bids will be called for the
Mount Hood loop, Hood River county
officials have been unable to agree
where they want to connect with the
loop and this means a difference of two
or three miles as to where the loop will
end in that county.

Some time this summer, too, the gov-
ernment will launch the road project
through the forest reserve between Sis-
ters in Deschutes county east of the
Cascade mountains, and McKenzie river
in Lane county on the west slope of
the mountains. The eastern end of the
work will probably start first.

The government has already let a
contract on the Prospect-Crater Lake
road. These government jobs are two-
year projects, if everything goes well,
and may consume three years because
of the shortness of the working season.

POLICE MIXED ON NUMBERS

Owner of Sawmill Warned by Police
to Slow Down Machine.

There is talk among motorists of

NO. 11—CAN YOU IDENTIFY THIS CAR?



The car of which the rear view is shown this week is one of the best known
of them all. It has an individuality that is all its own and should be particularly
easy to identify. The car shown last week was a Lexington.

between Haines and Baker will be ad-
vertised. So far advanced are the Pa-
cific and Columbia river highways
that the commission is spreading out
for operations on other important traf-
fic arteries.

The old Oregon trail connects with
the Columbia river highway at Uma-
tilla and meanders through Umatilla,
Union, Baker and Malheur counties to
the Idaho line, so that the old Ore-
gon trail is, to all intents and pur-
poses, the Columbia highway. The 47.5
miles put under contract last week
are in Umatilla county, from Echo to
Pendleton, 21.4 miles, and from Cab-
bage hill to Kamehwa, 26.8 miles.

Contracts have already been let for
sections between Umatilla and Echo,
so that with the exception of the gap
between Pendleton and Cabbage hill,
the old Oregon trail through the county
is in the hands of contractors. In this
connection it may be stated that the
Oregon-Washington highway, between
Pendleton and the Washington state
line, is rapidly being hard-surfaced,
and the next step will be to push the Ore-
gon-Washington road from Pendleton
toward Heppner.

Paving Old Oregon Trail.
A few miles of hard-surface are being
laid on the Old Oregon trail through
Union county, and a contract for
graveling more miles will be awarded
at the July meeting, the county court
probably doing the work. Later,
Union county purposes floating a bond
issue which will enable it to hard-sur-
face roads connecting all its populous
centers. From North Powder to Hunt-
ington the Old Oregon trail cuts
through Baker county, which has voted
\$500,000 road bonds, of which about
\$200,000 will be put on this pioneer
trail. The Haines-Baker section is to
be advertised for July. There are a
few miles of the trail in Malheur coun-
ty, ending at Ontario, and some of the
bond money voted June 3 by that coun-
ty will be available for this final sec-
tion. When completed, traffic from the
east will have a continuous highway
from the Idaho line, at Ontario, to the
Pacific ocean, at Seaside, and most of
it will be finished next year—at least
from the ocean to Pendleton, with sec-
tions between Pendleton and the Idaho
line.

Contrary to the programme of the
commission, 48 miles of the John Day
highway were not placed under con-
tract at the recent meeting. Bids sub-
mitted by contractors were unsatisfac-
tory, so the work will be readvertised.
It is proposed that this shall be a win-
ter job.

On the Baker-Cornucopia highway the
first unit was contracted last week,
this being the sag section of 4.65 miles.
Henceforth there will be little delay in
pushing road development in that
county.

First Work on Coast Highway.
For the Ashland-Klamath Falls high-
way 12.5 miles went under contract
last week, and this is the start toward
giving a good connecting road between
those points, the road later to be de-
veloped on to Lakeview. Seven miles
of the coast highway were ordered
graded, these being in Curry county,
which is probably more in need of roads
than any other county in Oregon. Con-
struction is heavy and the \$90,000 road
bonds voted recently by Curry county,
together with state aid of \$50,000 more,
will scarcely pay for the seven miles
between Brush creek and Hubbard
creek.

On the Pacific highway comparatively
little mileage was contracted at the
recent session, there being nine
miles of hard-surface ordered from
Monroe north, 3.77 miles between Can-
by and Aurora ordered graded and 4.8
miles to be macadamized between
Roseburg and Wilbur.

Within a few weeks the commission
will have under way a number of new
projects. A substantial start will be
made on the Lincoln county road from
Newport, which will be carried on in
Benton county from Wren to the Lin-
coln county line.
Considerable progress is expected this
year, also, on The Dalles-California



C. M. Snow.

One of the oldest and best-known
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32x3 1/2 ...	19.25	20.45	3.40	3.90	33x4 1/2 ...			5.50	6.15
31x4 ...	25.95	27.15	4.10	4.55	34x4 1/2 ...			5.60	6.30
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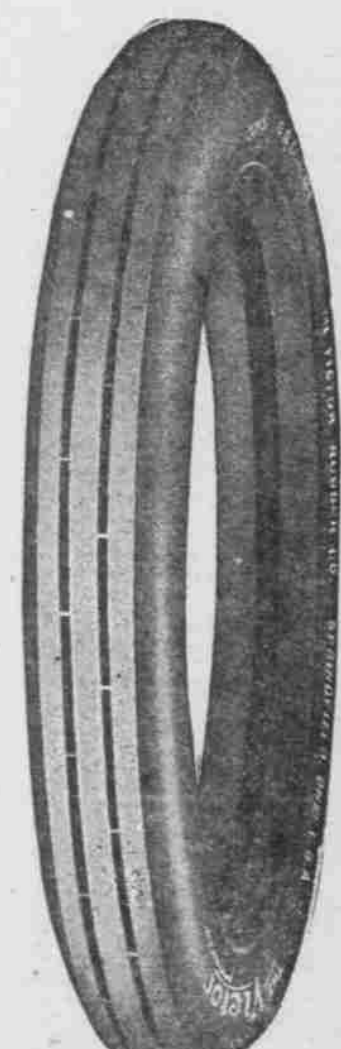
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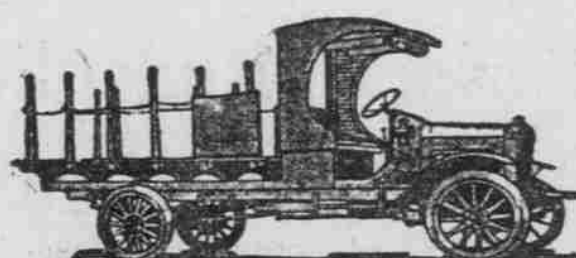
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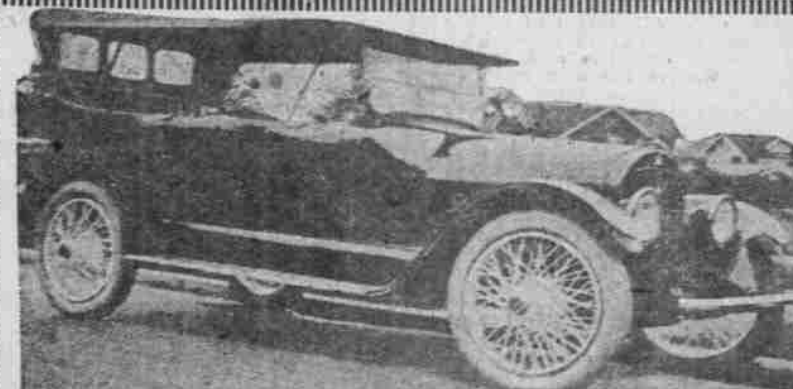
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