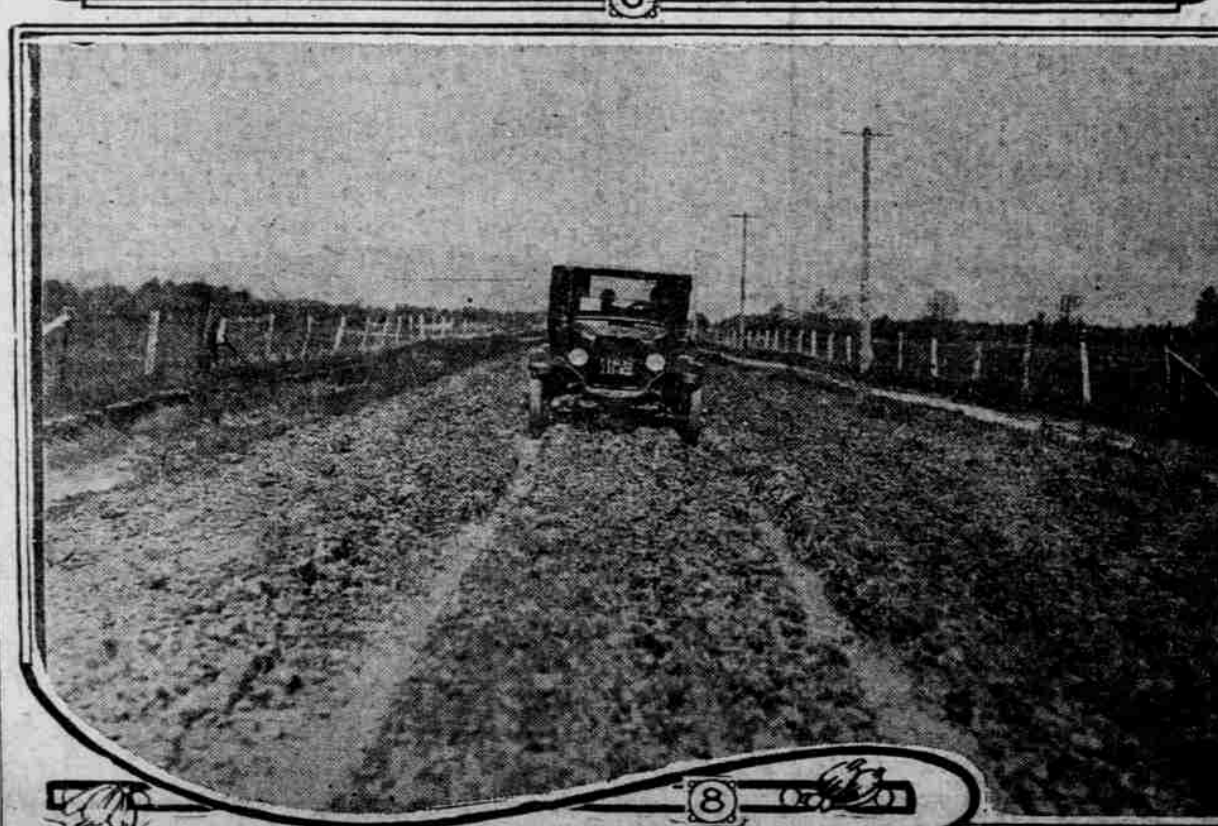
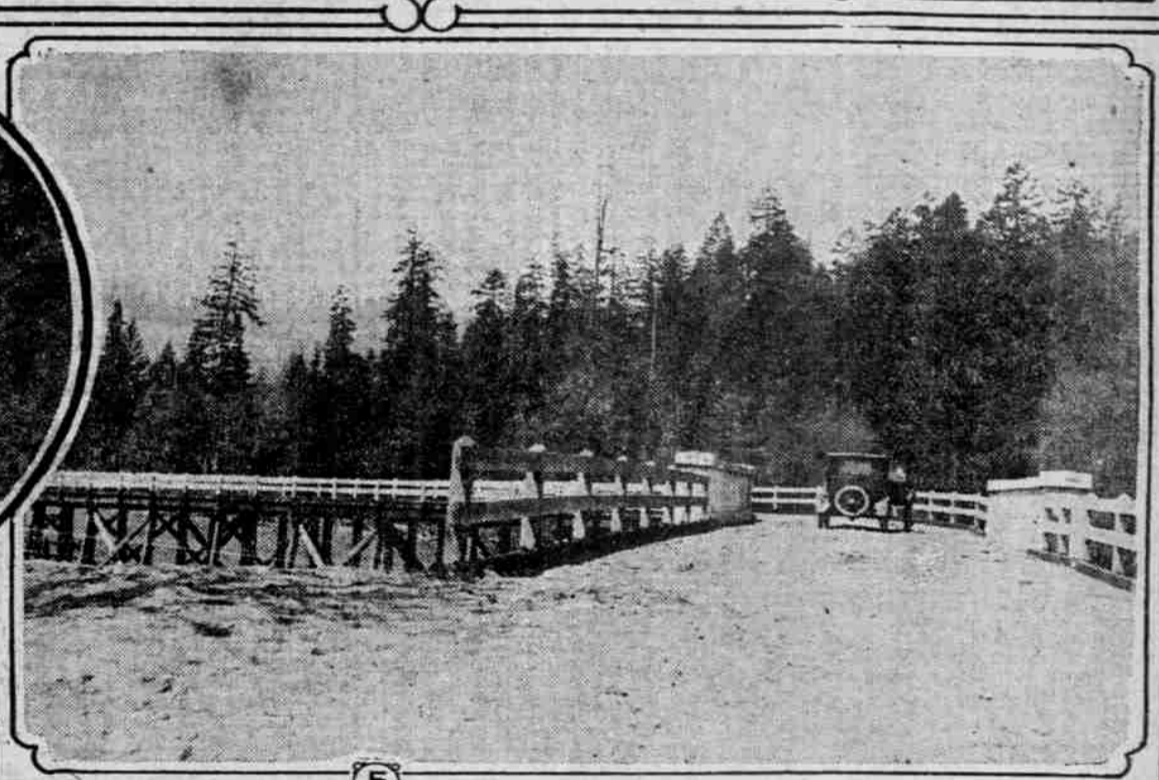
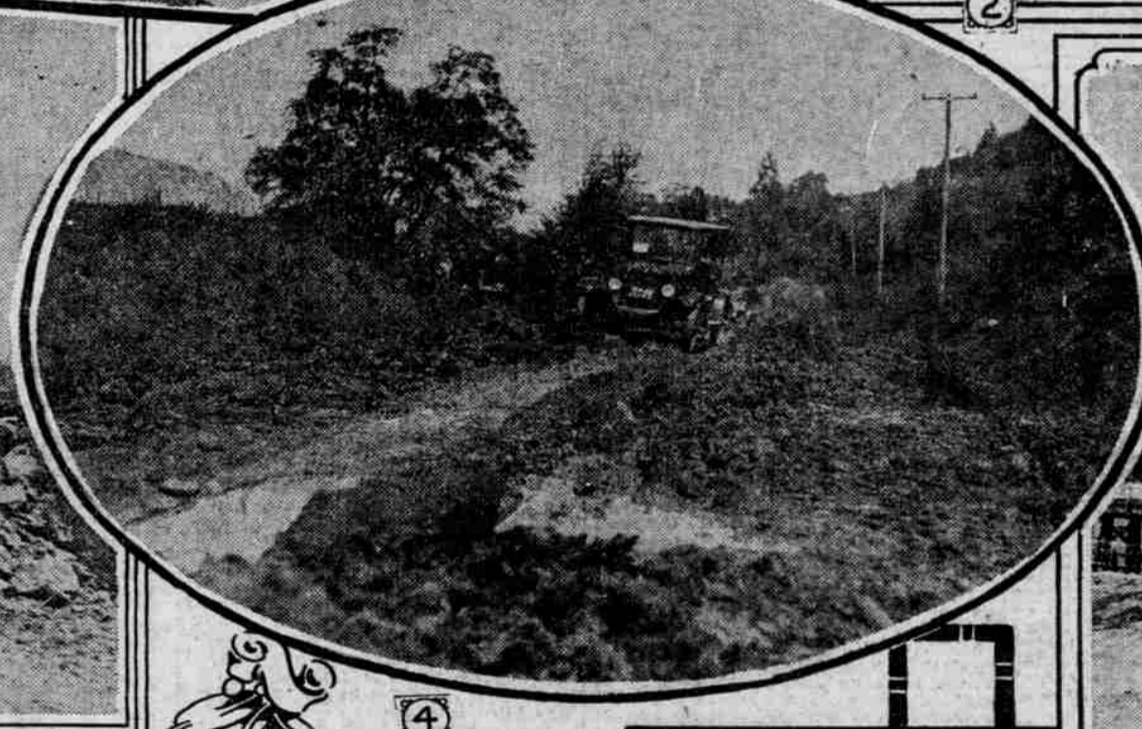
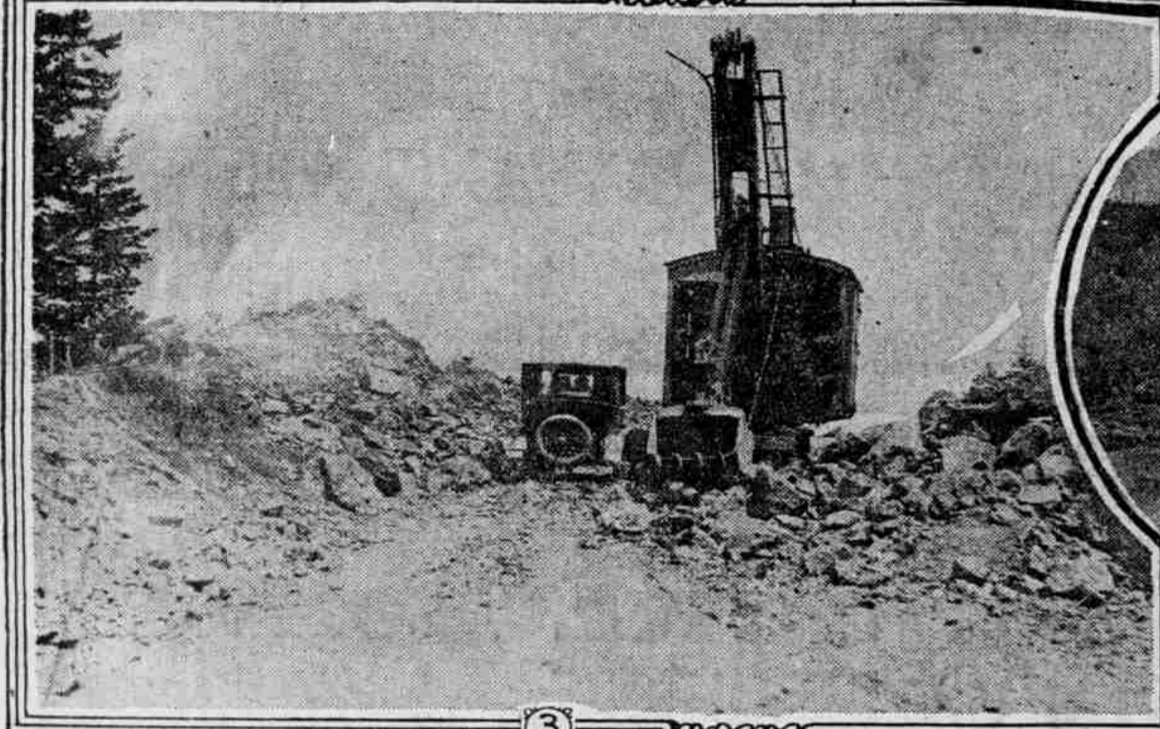
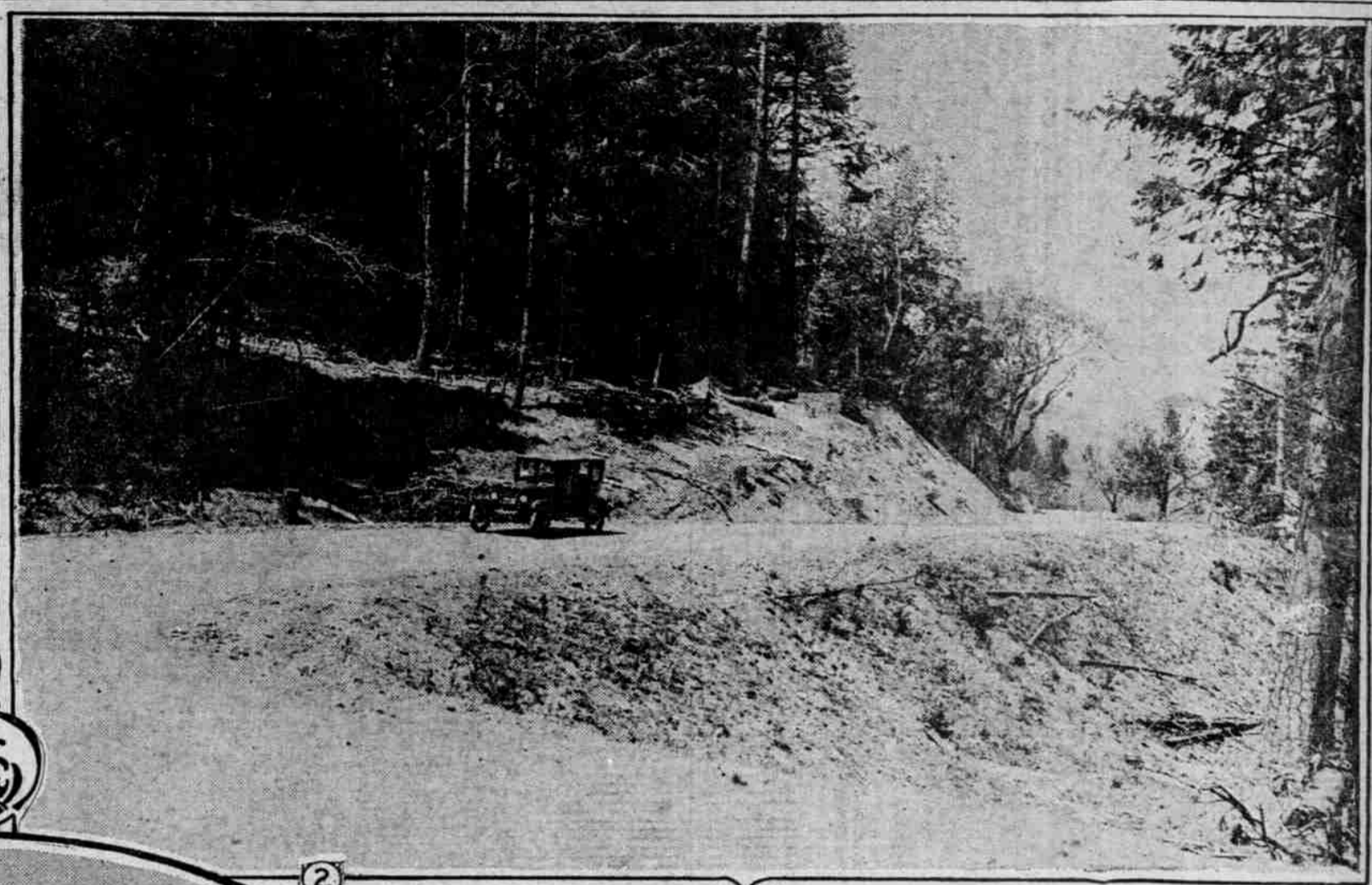
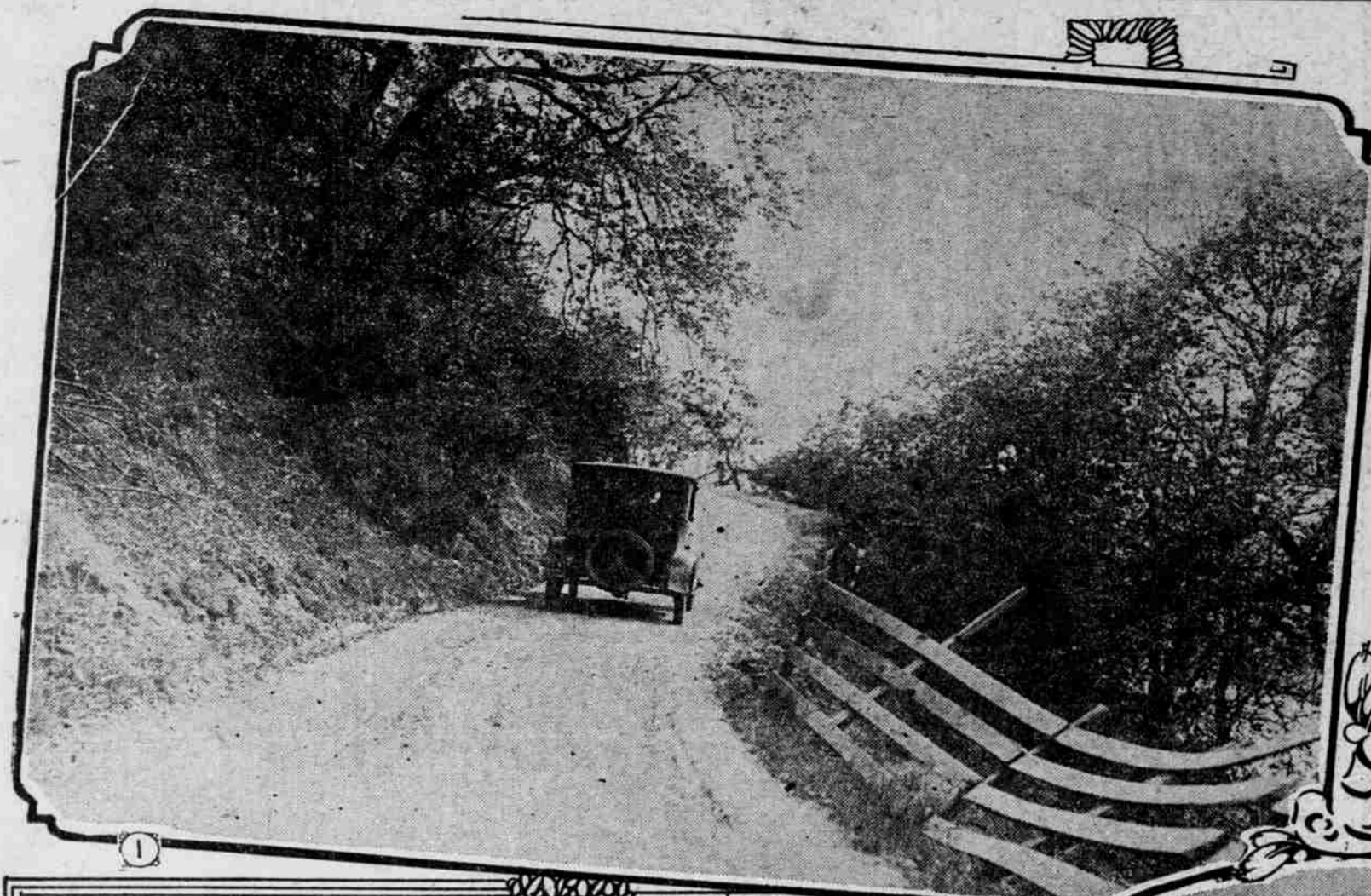


PACIFIC HIGHWAY THROUGH OREGON NOW IN GOOD CONDITION

Some Rough Places Yet and Much New Construction, but The Oregonian-Overland Sedan Scout Car for Ad Club Caravan Tour Easily Made Run From Portland to Medford in 15½ Hours.



—Photos by L. H. Gregory.
Despite a few rough places, any good driver can now drive over the Pacific highway in Oregon without difficulty. These pictures, taken last week by the automobile editor of The Oregonian on a run in an Overland sedan from Portland to the California line to log the highway for the Pacific northwestern Ad club's caravan tour this week, give a good idea of road conditions. The key to the photographs follows:

1. On the cut-off detour road between Myrtle Creek and Canyonville in southern Oregon. Aside from its extreme narrowness and sharp curves, this road, which follows the scenic Umpqua, is in excellent condition.

2. A newly paved stretch in the Siskiyou mountains.

3. At close quarters with a steam shovel on construction work in the Siskiyou.

4. Rough going over the Goodrich route, between Yoncalla and Oakland, and just north of the once dreaded Rice hill, which is now paved. But don't let the picture frighten you out of making the trip. Road crews are scraping this stretch, and it will be nicely smoothed out when the caravan reaches it this week.

5. New highway bridge and crossing over the railroad tracks in Pass creek canyon, north of Drain.

6. Digging a new grade for the highway south of Roseburg. Cars are sent over a detour road alongside, which is good.

7. Rather a tight squeeze to get past this rock crusher on the highway near Drain.

8. One really rough stretch—dried mud, hard as rock and rutty, for a quarter mile on the new highway grade south of Oakland.

9. At the top of Glendale hill. The red clay grade up the north slope out of Glendale has been

dragged and is smooth going, and the sharp, dangerous hill just south of the summit has been replaced with a fine new macadamized grade.

Leaving Portland at 4:25 A. M., the Overland four sedan reached Medford at 7:55, only 15½ hours for the 313 miles. This is an average of a little better than 22 1-3 miles per hour, including all stops. Harry Hays of the Willys-Overland Pacific branch in Portland drove the car the entire distance, and to the Oregon-California boundary line in the Siskiyou mountains next morning.

The Oregonian-Overland sedan scout car found the highway generally in excellent condition, despite a few rough places. Of the 347 miles from Portland to the California line approximately 112 are now paved.

Pass creek canyon is mainly in good condition, though with some rough going. Rice hill, between Yoncalla and Oakland, another bad place in the past, has been paved. Roberts mountain is still on the highway, but the road over it is in good condition and requires only careful driving.

Cow creek canyon is good, taken as a whole, but with all variety of roads; no difficulty to drive it. Glendale hill is now in good condition on both sides. The new paved highway over Wolf creek hill is now open.

Smith hill, or Sexton mountain, where many cars were stuck last winter, has been dragged, and the roadbed over it is smooth and good going.

Five of the 13 miles over the Siskiyou in Oregon are paved, but the other eight miles are quite rough.

Full details of conditions on the highway through Oregon will be found on page 2, this section.

A complete log of the Pacific highway between Portland and the California line will be found on page 3, this section.