

# NO OBSTACLES NOW ON PACIFIC HIGHWAY

Few Rough Places, but Nothing for Tourist to Fear.

## OVERLAND SEDAN LOGS IT

Smith Hill, Wolf Creek Hill, Cow Creek Canyon All Found in Excellent Condition.

BY L. H. GREGORY.

The Pacific highway is passable and for the most part in good condition from Portland all the way to the California line in the Siskiyou mountains. Neither the Ad club caravan nor any other touring party should experience the slightest real difficulty in traveling over it. There is not so much as a mudpuddle in its 347 miles.

True, it is not yet an all-paved highway, or nearly so. There are still stretches of it, and quite a few of them, between Cottage Grove and Grants Pass that are rough and jolly and uncomfortable to travel. Much new construction work is in progress and short detours are in progress. But along the entire length of the Pacific highway in Oregon there is not one real obstacle to the experienced driver, nor one place where he runs the least danger of getting stuck or held up by road conditions. What constitutes "good road" and "poor road" will ever be a moot point with individual drivers. One man's good road may seem a bad one indeed to the pavement type of motorist who seldom ventures on country roads. Much of the Pacific highway still is country road. But this much may be said:

The real test of any road is whether you can get over it, and how fast.

**22-1/2 Miles Average Speed.**  
With H. H. Elling, manager of the Willys-Overland Pacific branch in Portland, Harry Hays and Pat Blake of the same company, the writer a week ago went in an Overland four sedan from Portland to Medford, 213 miles, by the highway, in exactly 15 1/2 hours to the minute, an average of a little better than 22-1/2 miles per hour for the whole distance, including stops.

We set out from Portland at 4:55 o'clock A. M., just after dawn, and reached Medford at 7:55 that night, when it was just dark enough to require lights. Virtually a daylight run between the two cities, a really noteworthy performance.

The actual running time was only 12 hours 45 minutes, the 15 1/2 hours including stops for meals, gasoline, oil, photographs and such. And that not in an open car, but in a sedan, built for comfort more than for speed. So much for whether the Pacific highway is in tolerably good condition.

This run, which the next day was continued to the Oregon-California line just over the Siskiyou, was made primarily to log exact Pacific highway conditions for the information of the Pacific Northwest Ad club caravan tour, which sets out from Portland this coming Tuesday morning for Astoria, Clatskanie, Cannon Beach, for the benefit of all motorists planning to drive north or south over the highway in Oregon.

**No Mud Anywhere Now.**  
So much has been said in the past few months of impassable conditions on the highway, cars being stuck in the mud all along the route, or getting through by horses, that it was desired to obtain actual first-hand information as to conditions now. The stories of mud a month ago no doubt were true. But that was a month ago. There is no mud now.

Let it be plainly stated that no motorist who wishes to make the run either north or south need delay his trip one day through fear of bad roads.

With new construction work now under way at many points along the highway, local conditions and detours will change much from week to week and month to month. Even in one week's time there will be changes, so that no log of the highway will remain absolutely accurate as to details for any length of time. But the highway is now passable at least until the rains of late fall, and by that time it is quite probable that much progress will have been made, and so much new pavement laid that it may remain open and in fair condition even through the winter.

Every motorist who has traveled the Pacific highway in Oregon, or intends to travel it, wants to know first of all about conditions on certain stretches of which he has heard much—most of it detrimental.

**All About These Places.**  
These stretches include, in order from Portland, Pass Creek canyon, Rice hill, Roberts mountain, Cow Creek canyon, Glendale hill, Wolf Creek hill, Smith hill or Sexton mountain, and the Siskiyou.

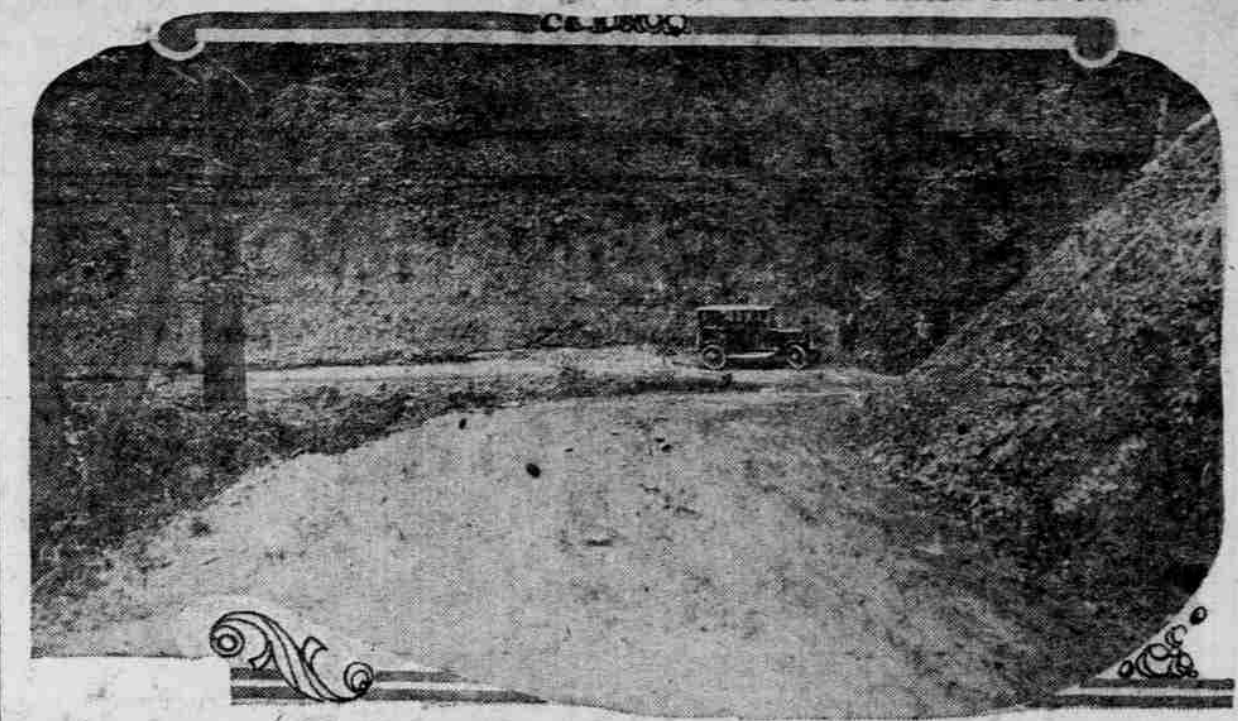
A detailed log of the highway appears in another column. Here follows a summary of road conditions at these places as the Oregon-Overland sedan scout car found them last week:

**Pass Creek canyon**—This is no longer the terror of days past, neither is it a boulevard. It has some first-class road, on the new grade completed last year north of Drain, and some bad road that hasn't yet been replaced with new grade. The good new road isn't as good as it was last year, when it had just been gravelled and rolled and was perfect. It has been somewhat cut up by travel and has "pot-holes" in it, nevertheless it is good.

**Rice Hill is Paved.**  
There is rough road at Divide, just at the north entrance to the canyon, for a mile. Then good road to Cottage Grove and Leona Mills, about nine miles. Then three miles of decidedly rough road, with new construction, to Drain, and south of there rough to fair into Yoncalla. Anyone who remembers the old road through the canyon will consider conditions through it mighty good as a whole.

**Rice Hill is Paved.**  
Rice hill—this is part of the so-called "Goodrich" route, but especially the Rice hill part of it, used to be very bad in wet weather, and dusty in summer because of its sticky red clay bottom. It was a long, hard climb the hill and there were bad curves. The Goodrich route is still rather bad and rough for 4 1/2 miles, but here the motorist gets a genuine surprise. Instead of going up the twisting curves of the old Rice hill grade, he finds himself on a fine paved highway. This pavement continues for 2.9 miles, and eliminates all the old hill.

SMITH'S HILL MAY HAVE BEEN A MUD HOLE A FEW WEEKS AGO, BUT IT WOULD TAKE A WATER-WITCH WITH A HAZEL FORK TO LOCATE MUD OR WATER ON IT NOW.



year. It is very rough, and bears evidence of having been a quagmire for cars in the winter. Along here many an automobile was stuck in the wet mud. Making conditions more disagreeable at present is the fact that along one stretch of a mile or so very large loose rocks are strewn over the road. However, by no stretch of imagination could this section be considered impassable even hard to travel. Incidentally, the 4 1/2 miles of dirt part of the Goodrich route north of the new pavement will not be nearly so rough this week and thereafter as was the case last week when the Overland sedan ran over it, for it was being scraped at that time by a county road crew and should now be in really prime condition. Later, of course, it will become quite dusty.

**Wolf Creek Canyon**—The motorist will find almost every kind of road in the 12 miles of the main canyon south of Yoncalla. There is good road, the new grade built last year being in prime condition. There is new grade not yet surfaced and rough, but eminently passable. There are bumpy stretches of corduroy put in as "safety stations" for travelers in the wet weather. And there is still in use much of the old road, not yet replaced by new grade, mostly in the southern end of the canyon. The Overland sedan made fast time through Cow Creek canyon, under the skilled piloting of Harry Hays. No one was hurt.

**No More Wolf Creek Hill.**  
From the end of the main canyon into Glendale, the road is mostly dirt, but very fair, though interspersed frequently by new construction.

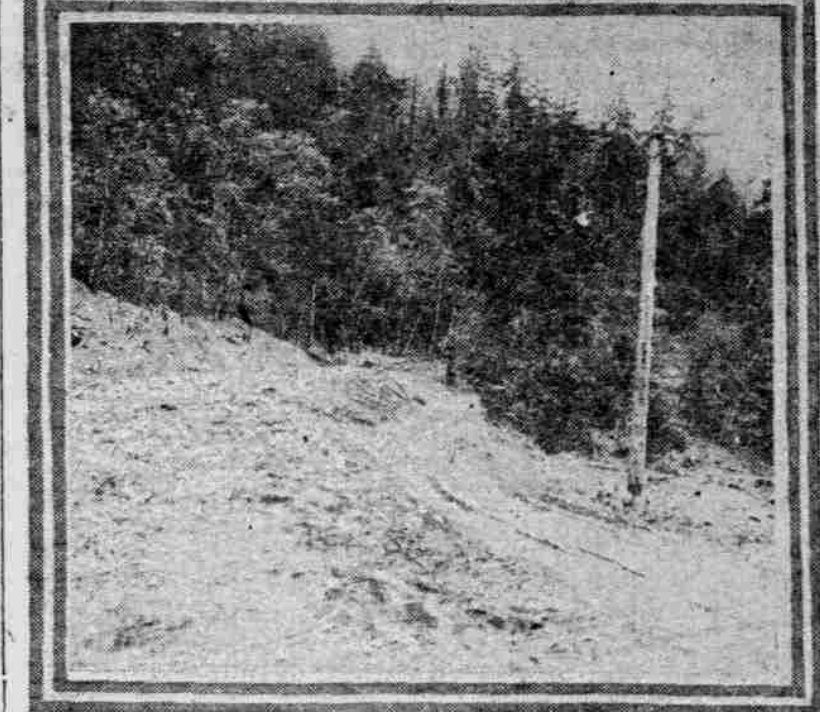
**Glendale Hill**—This hill, south of Glendale, which goes over the steep hill there and drops down into Wolf Creek station on the other side, from which the ascent then begins over Wolf Creek hill, is often confounded with Wolf Creek hill of bitter memory. In its palmy days it was about as bad as Wolf Creek hill, there being a very steep, dangerous climb almost straight up the mountain to an apex and an immediate descent down a very steep hill. Even last summer, the steep descent on the Wolf Creek side remained.

But Glendale hill now is no longer even a problem to the motorist. The red clay road up the hill out of Glendale is not one for reckless driving, to be sure, but it is wide enough for two cars anywhere, and while full of curves, they are fairly wide and the grade not dangerously steep. It has been dragged and is in good condition.

The sharp, ragged descent down the Wolf Creek side has been entirely eliminated by opening of the new main highway grade, which swings on a long, easy slope, with wide curves down the hill. It is gravelled and in prime shape.

**Wolf Creek Hill**—The real Wolf Creek hill of Pacific highway tradition, with its dangerous, slippery 24 per cent grade, is no more. In its place, from Wolf Creek station south over the hill to the other side, there is now a fine, broad, curving highway of not more than 5 per cent grade, and every foot of it paved. The new pavement was opened about six weeks ago and is a credit to the contractor and the state highway department. Yale, Wolf Creek hill, and no regrets.

**Smith Hill a Boulevard.**  
Smith hill—No place along the entire highway route received more unfavorable mention last winter and early spring than Smith hill, which extends south from Grants Pass and bridge for five miles, to within 10 miles of Grants Pass. Many persons were somewhat puzzled to locate Smith hill from the dispatches. This because it is frequently called



The top view shows the smooth grade up Smith's hill at present from the north; the lower photograph depicts the grade just over the summit on the descent on the south. This was badly deep in mud a month ago, but is in good condition now.

Smith's hill, Sexton mountain, or Graves creek hill, as it is variously called, between Wolf Creek hill and Grants Pass, on the Pacific highway in southern Oregon, gained an awful name from tourists up to a month ago from the fact that cars at the summit had to be towed in both directions by horses. Enterprising farmers coined money at the summit towing cars both up and down hill through the mud. But the Oregonian-Overland scout car that went over the highway last week found Smith's hill in excellent condition. It's a long, hard pull in either direction, but of mud there isn't a drop or a sign. The highway on both sides of the hill has been dragged and smoothed off so thoroughly that, aside from the skill needed to make the climb and pilot a car around its sharp, swinging curves, even an amateur driver should have no trouble with it.

**Sexton mountain** and sometimes Graves creek hill, is no longer cause for any anxiety whatsoever by the tourist. A month ago it was as muddy at the summit that cars had to be dragged by team, even down grade, and pessimists predicted that it wouldn't be open before July. Last week there wasn't a drop of mud on it, nor a sign of mud, except for about 100 feet at the summit where there was a little dried mud. All of Smith hill has been dragged and scraped and there is no easier travel anywhere along the highway, so far as hills are concerned. Just forget Smith's hill in your catalogue of possible highway worries.

This Smith's hill is a long grade in both directions and swings up the hillside around sharp curves. It requires intermediate gear in places and the driver is likely to wonder why, for the extent of the grade is hardly perceptible when ascending it. But nowhere does this hill present any real obstacle to driving.

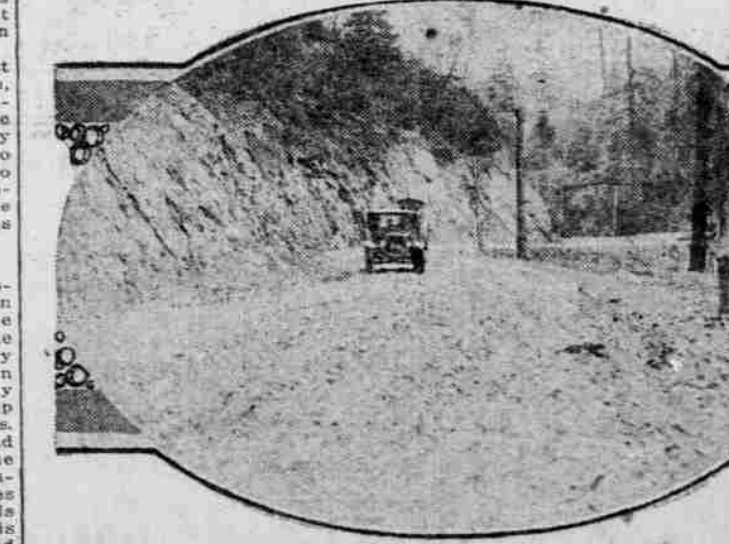
**Siskiyou mountains**—Many Oregonians have the idea that the Oregon-California boundary line is exactly at the summit of the Siskiyou. This is incorrect. The state line is well down the south slope, most of the mountain range at this particular point being within Oregon.

**Siskiyou Grade Rough.**  
The climb up the Siskiyou is, taken all in all, as rough as any part of the whole Pacific highway in Oregon. This is due mainly to paving operations, the big motor trucks laden with crushed rock having ruted and torn up the grade badly. There is an impression that the paving of the Siskiyou grade was completed last winter, but this is not correct. Only part of it is paved and considerably more than half remains to be done. But good progress has been and is now being made.

This climb up the Siskiyou is and always has been a hard one. Nothing spectacular, but a long, hard grind of seven miles to the summit. The road winds and curves, revealing many fine spreads of scenery as it climbs up the mountains.

From the start up the Oregon slope of the Siskiyou to the summit, 7.1 miles, and down the south slope to the California line is 13 miles. Of this 12 miles exactly five miles is paved and 2.2 of this five miles is the old one-way concrete laid several years ago.

### NOT ALL BAD ROAD IN COW CREEK CANYON.



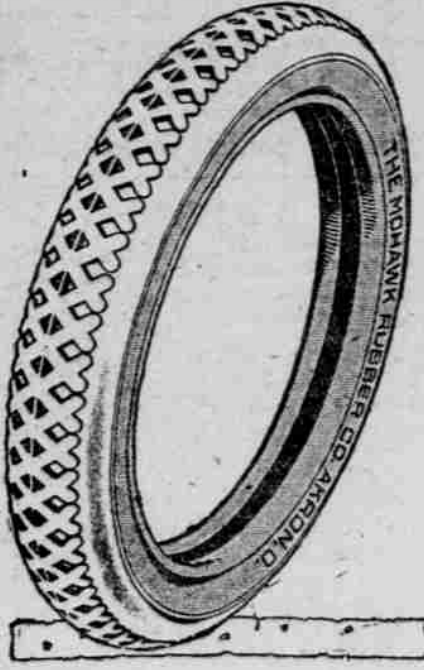
The Ad club caravan will find all kinds of road in Cow Creek canyon—good, bad and worse. However, it used to be all bad, and even the worst of it is at present in comparatively good condition. Here is one of the really good stretches, where the new grade begun last year has been gravelled and rolled. The picture was taken last week on The Oregonian-Overland scouting run to report exact road conditions along the Pacific highway in Oregon for the Ad club tourists.

# The ROBERTS Tire and Rubber Company

Distributors

## MOHAWK QUALITY TIRES

Cords and Fabrics



Oils  
Greases  
Gasoline  
Accessories

For a limited time we will offer at special prices the following well-known Tires:

Amazon, Acme  
Bowers, Firestone, Hartford  
Kelly-Springfield

Old tires taken in exchange for new ones.

N. E. CORNER BROADWAY AND ANKENY  
Phone Broadway 4700

miles is due to elimination of several detours over which cars were then routed.

**Triplex Springs Get There.**  
The performance of the Overland sedan in which last week's scouting trip was made, in reaching Medford, 313 miles from Portland, in 15 1/2 hours actual elapsed time, was really remarkable. It was due to the wonderful roadability of the car, in turn due to its Triplex spring suspension. Mr. Hays, for some time has wanted to try out one of the new Overland 4 cars on the Pacific highway and this was his opportunity.

The car made such good time because its easy riding springs made it possible for Harry Hays at the wheel to drive it almost as fast over the rough roads as over pavements. Mile after mile the little car hummed smoothly over roads that at 28-mile speed would have been exceedingly rough with most cars, but were hardly felt in this one.

Portland was left at 4:55 A. M. and the car was in Albany at 7:10, where we stopped 40 minutes for breakfast, in Junction City at 9, and Eugene at 9:45. The car reached Eugene with a tire almost flat from picking up a nail, but the puncture was repaired and the sedan on its way at 10:15. Roseburg at 1:05 P. M., only 8 hours 45 minutes total time elapsed, including all stops from Portland.

Harry Hays, sales manager for the Willys-Overland Pacific branch, who car, found the total mileage to be 352 miles.

The shortening of the route by five

Medford in 15 1/2 hours, and the next day over the California line.

Of the 347 miles from Portland to

the California line there are now approximately 112 miles of pavement, by the time construction work stops. There will undoubtedly be 200 miles next winter.

## For SURE Delivery DON'T Say

### "Ship by Truck"

BE EXPLICIT SAY

### "Ship by JUMBO Truck"

This is also a tip to those having transportation problems of their own.

1 1/2, 2 1/2 and 3 1/2-Ton Sizes

We Will Be in the "SHIP-BY-TRUCK CARAVAN" Look Us Over



NOW AT EAST FIRST AND MORRISON  
Soon in Our New Four-Story Building at Broadway and Everett

## G. M. C. vs. H. C. L.

G. M. C. trucks are toiling faithfully and honestly day and night on these inter-city routes radiating from Portland to bring producer and consumer closer together for the mutual benefit of both.

- Paul Meinig, Sandy.
- Albert Webb, Silverton.
- Willamette Valley Transfer, Aurora, Hubbard, Oregon City.
- Willamette Valley Transfer Co., Salem, Woodburn, Franzel, Stafford.
- W. D. Bowman, Newberg.
- Arnold Trucking Co., Forest Grove.
- Rogers' Auto Trucks, Hillsboro.
- Wm. Jassey, Battleground.
- C. W. Smith, Camas, Washougal.
- A. W. Metzger, Gresham.

WENTWORTH & IRWIN, Inc.  
200 Second St., Cor. Taylor