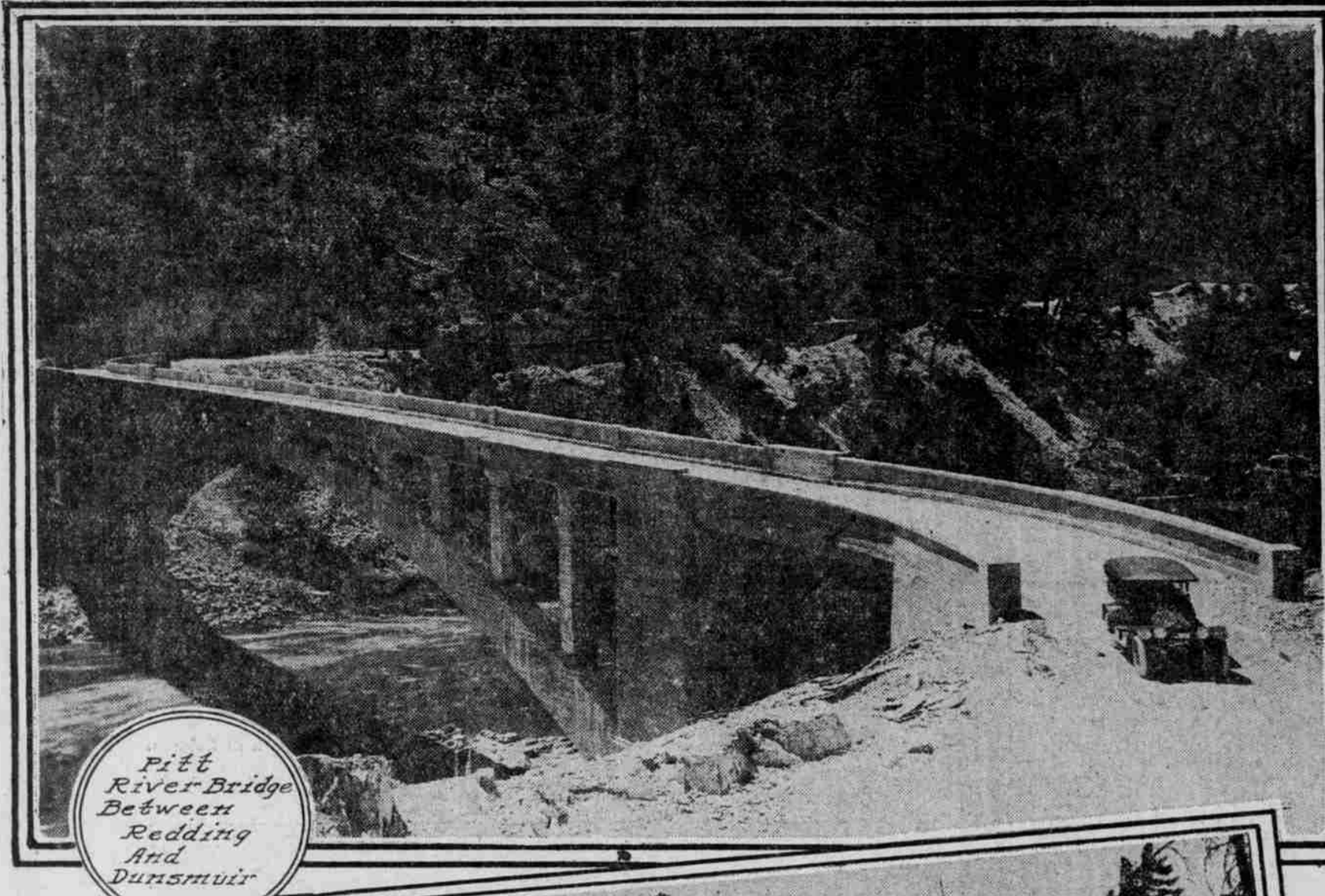
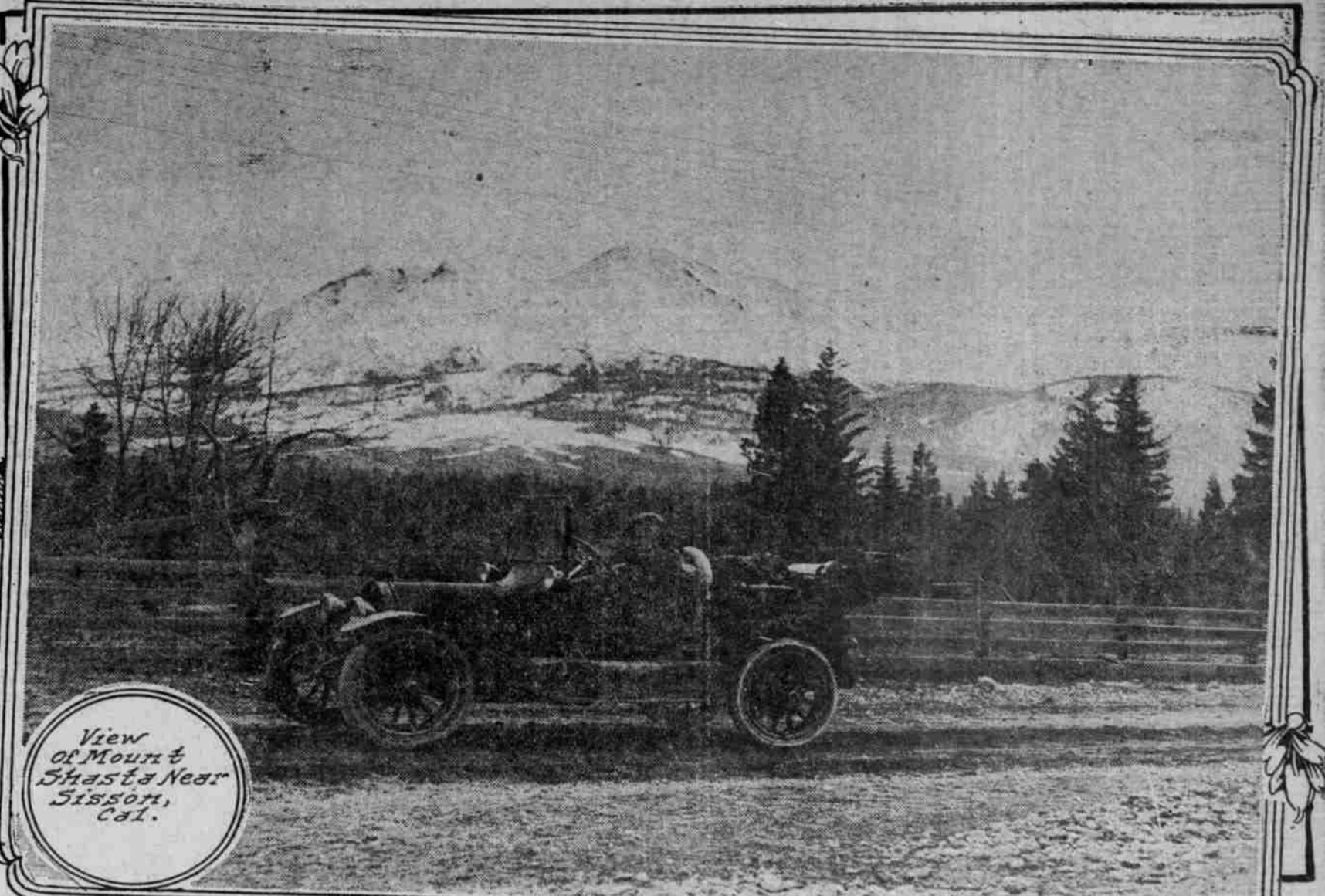


# UP THE SCENIC PACIFIC HIGHWAY FROM CALIFORNIA IN A BUICK SIX

San Francisco Automobile Editors Discover Oregon and the Columbia River Highway and Carry Back With Them Word That Even the Timid May Journey North in Safety.



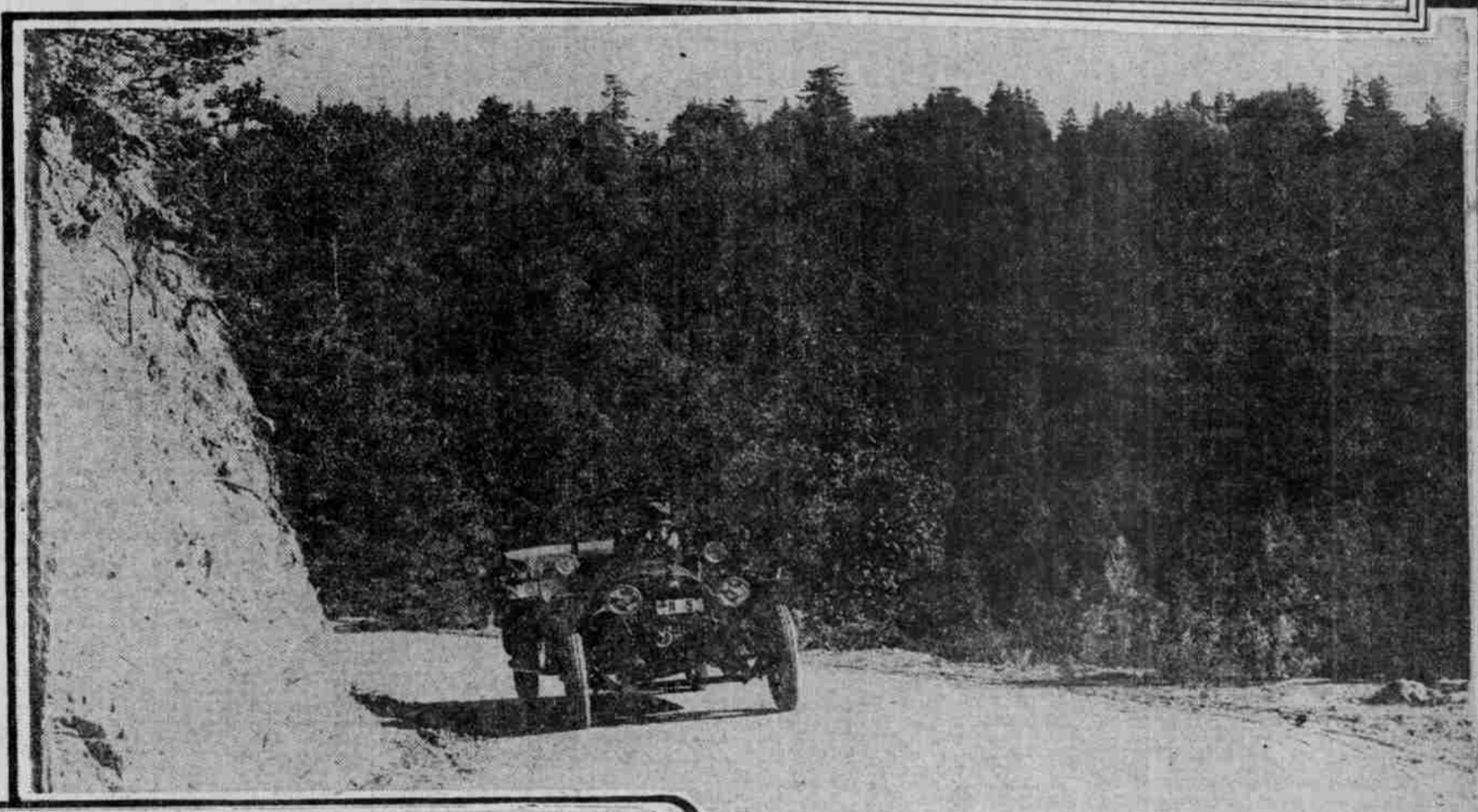
Pitt  
River Bridge  
Between  
Redding  
And  
Dunsmuir



View  
of Mount  
Shasta Near  
Sisson,  
Cal.



Glendale  
Hill,  
In Oregon



Along The New Redding-Dunsmuir Grade

BY L. H. GREGORY.

A PARTY of San Francisco automobile editors drove north over the Pacific highway last week to obtain for the readers of their automobile sections first-hand information on the condition of the highway in Oregon.

Those in the party were Leon J. Pinkson of the San Francisco Chronicle, Frank Herman of the San Francisco Call and James Houlihan of the Oakland Tribune. They made the trip as guests of the Howard Automobile Company in a Buick Six driven by Claude L. McGee.

Due to the atrocious condition of parts of the highway in southern Oregon last winter, when the rains made several stretches of newly constructed road all but impassable, there have been reports through California that it's about all a tourist's life is worth to attempt to travel the highway even now. This and the gasoline shortage have combined to hold tourist travel so far this season way below its normal volume.

**Forty-mile Gait All the Way.**

But these automobile editors will correct this impression. They didn't find the highway any boulevard, to be sure, because of the vast amount of new construction work in progress, but they did find it passable enough over its whole length to maintain close to a 40-mile gait all the way north. McGee is a moose of a driver and made the Buick travel.

The visiting newspapermen expressed frank surprise at the great amount of new construction work on the highway and had praise for its condition, all things considered. They saw it at anything but its best, even so, for it rained almost every minute of their stay in Oregon. It began to cloud up while they were in northern California, got cloudier as they progressed north, and from Roseburg on they were in rain continuously. McGee shot them from Roseburg to Portland through the rain in 10 hours flat, including several stops.

They made quick time from San Francisco, whence they boarded the ferry for Oakland at 8 o'clock Friday night a week ago. McGee has a theory that one hour of night driving

is worth a couple of hours by daylight. Anyway, they drove all that night and by 6:30 Saturday morning had reached Dunsmuir, where they stopped for breakfast.

**They Saw Columbia Highway.**

Medford they reached at 11:50 that forenoon and they were in Roseburg at 5:30 the same evening. There McGee considerably stopped to give all hands a chance for a little slumber, and the next day they came on to Portland, reaching here at 8:30 Sunday night.

Having come this far north, the whole party were determined, rain or no rain, to see the Columbia river highway, and see the Columbia river trip on Monday to Crown Point, Multnomah falls and Cascade locks and return as guests of George W. Dean, Portland manager for the Howard Automobile company, with Portland newspapermen accompanying them.

He it said that they lifted their hats to the Columbia river highway, which was in fine form, despite the rain. An incident of the highway journey was dinner at Mrs. Henderson's chalet above Crown Point, on the return, and Mrs. Henderson will see her name in the San Francisco and Oakland papers when she reads 'em. Likewise, here, for it was a mighty good dinner—fried chicken and all the fixin's, home-made style.

**And Houlihan Kept the Log.**

Houlihan of the Oakland Tribune was official map-maker and log-keeper for the party. He took down very crossroad on the Pacific highway from Oakland, Cal., on north, with exact mileages and notes on the condition of the road, and mapped it to boot. This map will be published in the Tribune and the log of the trip will probably be run in all the papers. The speedometer of the Buick registered exactly 718 miles from Oakland to Portland. Houlihan also logged and mapped the Columbia river highway and will have a description of that trip.

On the way north, McGee, who used to be a cameraman before he went into the automobile business, took photographs. He also shot several pictures on the Columbia river highway.

Just to emphasize to the news writers the improvement in Pacific high-

way conditions over even a year ago. McGee took the Buick over the old Wolf creek hill short cut, which has a 24 per cent grade in such places as the grade isn't 20 per cent. When they got off this short cut alive, all hands made it plain to McGee that if any more "short cuts" were attempted there would be mutiny aboard. This Wolf creek hill short cut will not be in Houlihan's log.

**Siskiyou Grade Less Rough.**

The Pacific highway is now in very good condition, all things considered, according to McGee, who has traveled it many times. He says the Redding-Dunsmuir stretch in northern California, once the worst place on the highway, hardly even barring the old Wolf creek hill, is now in excellent shape. Further south, between Redding and Red Bluff, there are a few short rough spots a mile or so each in length where new construction is in progress, but nothing of moment.

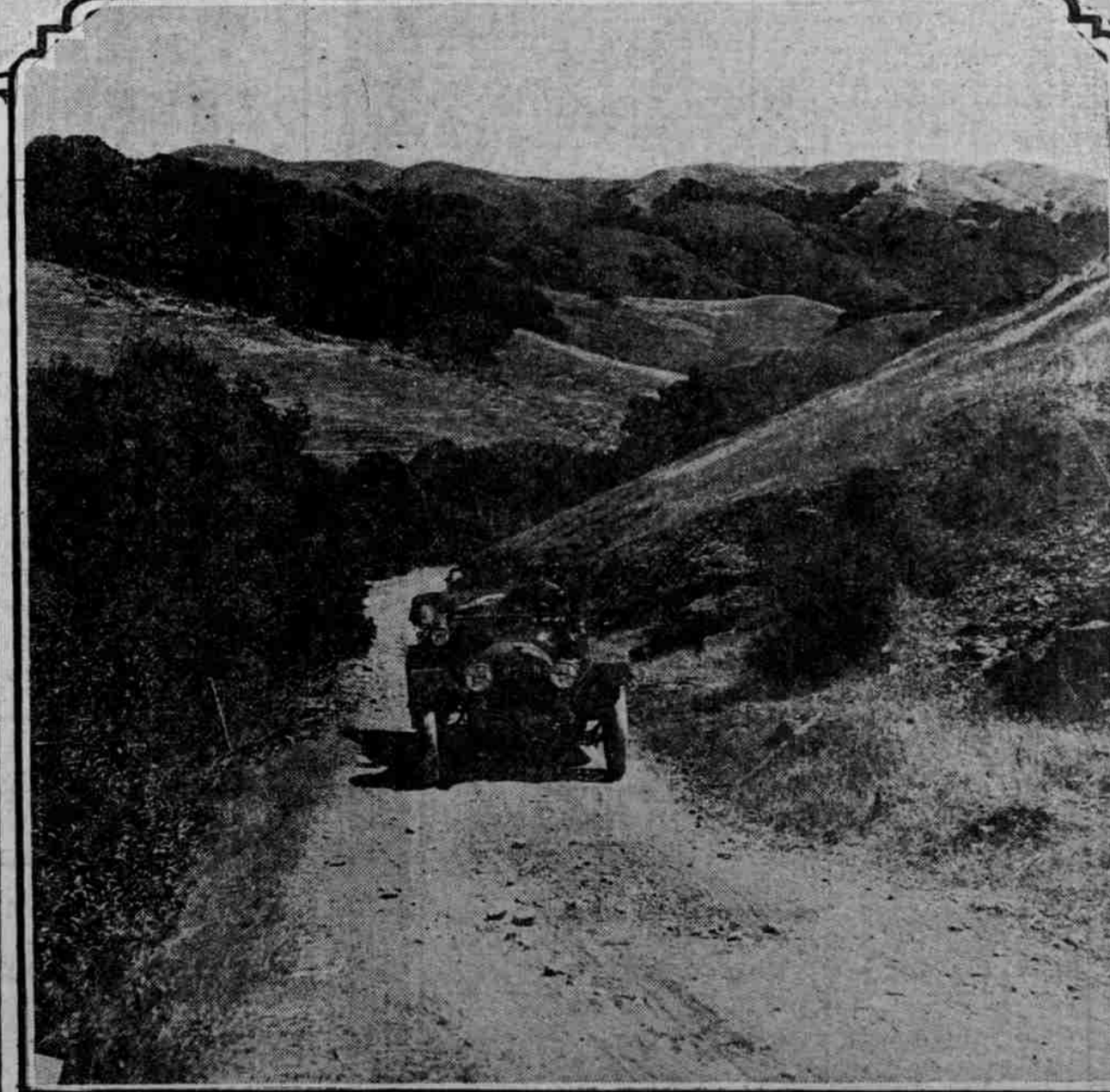
The Siskiyou mountain grade, which a month ago was very rough for eight of the 13 miles on the Oregon side, due to paving work, he says is now much better. Oscar Huber has done quite a lot of paving in the past month and the stretches of crushed rock waiting for the "hot stuff" have been worn down by traffic until they are passably smooth.

Between Rogue river station and Grants Pass coming north, and vice versa going south, he says the new highway grade with its eight miles of fine new pavement has been closed to travel temporarily, pending completion of the pavement. Cars are routed over the old road, which is good enough.

**Cow Creek Canyon Good.**

Smith's hill (Sexton mountain) is no obstacle at present, and neither is Glendale hill. Cow Creek canyon is a combination of old road, rough in spots, and a fine new macadamized grade. It is easy enough to travel and presents no problem to the motorist.

A lot of highway work is in progress on both sides of Roseburg now, says McGee, and consequently there is a lot of rough going, though nothing to cause trouble. At Sutherlin there is a detour, but it is short. Pass Creek canyon is rough in places, especially in the Fonca section. But it's merely a question of holding the



The Buick Six Near Redding.

torist can go just as fast as he likes over most of it. From Eugene to Junction City paving has now been entirely completed

and the new highway grade, traveled just fast, is good to Monroe. Just before reaching that town, however, the Buick was turned off on a new detour along the Long Tom river. This detour has not previously been reported, but it is seven or eight miles long, though good all the way. From the point where it rejoins the main highway the going is first class into Corvallis and Albany.

**Albany to Salem Rough.**

One of the roughest stretches on the highway is that between Albany and Salem. This has been in poor shape for several months and is not likely to be greatly improved until pavement is laid. Between Jefferson and Albany some paving work is now in progress.

Leon J. Pinkson, automobile editor of the San Francisco Chronicle, says Oregon will have an enormous amount of tourist travel next season.

"As soon as your Pacific Highway is completed," he said, "you will have all the tourists you can possibly handle. They will come in throngs and droves. They hear a lot about Oregon while they are in California and they want to come north and see the country. At present they hold back somewhat because of uncertainty as to highway conditions, but the completion of the Pacific highway will bring them in thousands. You will get many of them this season and many more next season."

"We have found the Pacific highway through Oregon surprisingly good and much better than we had expected. It has been a wonderful trip and we have enjoyed every moment of it—especially the Columbia river highway, which is worth the whole trip."

"Oregon is doing an amazing amount of highway construction. No one can drive up the Pacific highway and note what is being done without being impressed at the energetic way in which the state is going at its good roads programme. There is no reason now why any motorist should hesitate about driving north over the highway, but after it is paved for the whole distance the tourists will come in thousands."

**State Road Open for Travel.**

COLVILLE, Wash., June 19.—(Special.)—The state road from Colville to the Little Pend Oreille lakes at Middleport, 25 miles east, is now open

for auto travel and is being well patronized. Fishing at the lakes is reported at its best and many camping parties are already establishing themselves there for the summer.

**NEWPORT ATTRACTS TOURISTS**

Shortage of Gasoline Held Likely to Benefit Coast Resort.

NEWPORT, Or., June 19.—(Special.)—That the shortage of gasoline will not hurt Newport's summer tourist trade is the statement of Wayne Stuart of Albany, a traveling salesman who tours the country for a Portland firm.

"I find that many people are planning to make only one trip this year," said Mr. Stuart. "They do not want to get stranded with their cars and will select a place where they would be contented to make a long visit. This will bring a return of the old days to Newport, I believe."

"In former days families came on the train and remained from two weeks to throughout the summer season. In recent years automobile owners have planned many trips of short duration, visiting as many different places as their time would permit. Many small places which though having some attraction would now be eliminated and resorts such as Newport, with many forms of entertainment, will be selected. The shortage of gasoline should allow a great deal of working on the roads and the state should be better off a year hence."

**OCEAN BEACH HIGHWAY AIDED**

Nasel Civic Improvement League Much Interested.

NASEL, Wash., June 19.—(Special.)—The Nasel Civic Improvement League, W. W. Moffitt, president, is particularly interested in the completion of the road between Nasel and the Ocean beach highway which will then give them automobile communication with Raymond, South Bend and outside points. Some \$30,000 are available.

State Representative Fred B. Nor-

man of Raymond, at the last meeting of the league spoke briefly of state and county progress