



New Oregon Coast Highway Is Scenic



View of Scenic
Barroon Beach
Sept. 1921
Humboldt Co.

Section of New
Road Along Ocean
Cliffs.



Port Orford Beach, With Humboldt Mountain in Distance.

Where Highway Follows Brush Creek Gorge.

BY JOHN W. KELLY.

LITERALLY carved out of the face of a precipice, the coast highway, in Curry county, hangs over the breakers of the ocean.

Much has been expected of the Roosevelt highway in the way of scenery, and this expectation is gradually becoming realized as the improvement of this coast road progresses. Until the improvement is further advanced, the traffic will not be heavy on the road, for the southern end—that near the California line—is a typical mountain road, with heavy grades, and is narrow in addition.

The highway is in fine condition to Port Orford, with a few exceptions, but it is south of that harbor that one gets a real taste of what the Roosevelt highway is to be. The broad, easy grade swings around the shore line, gradually climbing until

it attains a height of about 500 feet above the sea. This is at Humboldt mountain.

Driving along this boulevard, on a clear day with high visibility, motorists can observe ocean steamers plowing their way up or down the coast through the waves. A cigar stub can be tossed from the side of the automobile into the Pacific hundreds of feet below. A guard fence will be installed as soon as possible along this section and the posts are now being delivered.

Traffic is exposed to the storms of winter, but the sweep of the gale will do no damage to road or motor cars.

Scenery Is Magnificent.

There are 12 miles of as beautiful drive and scenery as one can find. This is but one unit of the Roosevelt highway.

Other sections will be built as money is available, and the next

few years, with sufficient financing, will see this ocean road completed. It is comparable with the Columbia river highway, but its beauty is entirely different.

In addition to the finished grade, contractors are on the job surfacing to Brush creek. There are 2 1/2 miles of forest work, which ends at Arizona Inn, now under way and which cannot be completed, as to grade, this year.

At one place on the new work there is a 6 per cent grade for 1 1/2 miles. This is 1 per cent over the standard 5 per cent grade on state highways, but the additional increase has been necessary in order to avoid a serpentine slide, which comes directly where the road ought to go. To climb above the slipping ground the 6 per cent grade had to be adopted.

No one who ever travels the coast highway will fail to enthuse over its charm. Marine views are almost

ever available. The best scenery, however, is obtained by traffic moving north rather than southbound owing to the conformation of the mountains, the location of the road and the sea. One is prone to believe when journeying southward that the view cannot be surpassed until the same traveler heads northward.

The Roosevelt highway is to be one of the greatest road assets of Oregon and no tourist coming from California is likely to ignore it when the wonders of this route become generally known.

WASHINGTON TO LET WORK

Five More Contracts to Be Awarded During Rest of 1922.

OLYMPIA, Wash., Aug. 19.—Only five more contracts for state highway work will be let this year, and the programme for next year must await the action of the state legis-

lature. State funds are exhausted and the work to be done yet this year will be paid for from federal aid funds made available this year.

Three contracts will be awarded September 11 by the state highway committee as follows:

Paving between Issaquah and Preston on the Sunset highway, King county, five miles.

Paving between Elbe and Park Junction, on the National Parks highway, Pierce county, three and one-fourth miles.

Cleaning, grading and surfacing with crushed rock about seven miles on state road No. 4, from Tonasket east to Okanogan county.

The second quota of contracts will be awarded October 3 as follows:

Cleaning, grading, draining and surfacing with crushed rock, 12 1/2 miles on the North Bank highway, between Underwood and Lyle, Klickitat county.

Grading and draining 20 1/2 miles of the Inland Empire highway be-

tween Umpquan and Selah, Kittitas and Yakima counties.

NEW CASCADIA ROAD BEGUN

Construction of Route From Foster to Range Station Starts.

ALBANY, Or., Aug. 19.—Actual construction work on the road leading from Foster to Cascadia is to begin at once, according to a representative of the Hill construction company of Portland, which has been awarded the contract to build a macadamized road leading in to the forest ranger station east of Cascadia.

Manager Hill, of the company, was in Albany this week preparing to begin work as soon as men and equipment can be assembled at the foot of Shea hill. According to plans the new road will follow up the river and eliminate Shea's hill that has been long dreaded by the traveling public. Mr. Hill states

that the company will work all winter and intimated that it is the purpose of the company to have the road ready for use beginning early next summer.

NORTH BANK ROAD NOT OPEN

Report That Work at Cooks Is Finished Declared Erroneous.

VANCOUVER, Wash., Aug. 19.—Information has reached the office of the Automobile Club of Western Washington in Vancouver that word has been given out from some source that the North Bank highway is again open for through travel to Underwood, White Salmon and the east. This is erroneous, as the automobile club is informed by the state highway department that this highway will probably not be open for through travel much before the first of October.

At Cooks, which lies 13 miles east of Stevenson, the highway detours

back into the little White Salmon valley, returning to the Columbia river via the Underwood heights. Some \$60,000 is being spent on the grade back of Cooks, necessitating the closing of that section to all travel. While this work is under way the highway east and west of Cooks is being put into splendid condition, by graveling, and when again opened will be a popular run, and most interesting, from Portland to Vancouver and up the north side of the Columbia river.

Skiing in Summer.

Active glaciers, sand dunes, boiling springs, snowbanks and ski slides that offer winter sports in summer are typical recreational delights of the Colorado Rockies.

Importance of Safe Driving.

A car whose direction cannot be controlled is dangerous. Make frequent inspections of the steering mechanism.