RAINS MAKE SOME ROUTES DIFFICULT

Fall Weather Has Effect on Thoroughfares.

WEEKLY BULLETIN OUT

Report by Highway Department Shows Condition of Roads Throughout State.

SALEM, Or., Oct. 7.—(Special.)—Opening of the season of fall rains has its effect on highways of the state. More particularly it affects the roads which are not paved or macadamized. In some instances it becomes wise to make detours or take alternate roads, even though they are longer routes, to avoid motor drives over wet dirt roadways.

Such warnings this week show up in the regular road bulletin of the state highway department, which embraces few other changes. The weekly report follows:

Pacific Highway.

Portland-Oregon City—Willamette river bridge at Oregon City closed for construction. Traffic from Portland for Oregon City and points south should take east side route via Milwaukie or Eighty-second street, both of which are paved throughout. Traffic for Oswego and West Linn should take west side route, which is paved to Bolton and graveled from there to West Linn.

Oregon City-Canby-Salem—Paved except short gap at Pudding river, where bridge construction is under way.

Salem-Jefferson-Albany—Paved, except 1 mile in Jefferson, which is under construction and a short detour is necessary.

Albany-Corvallis—Gravel road. Albany to Granger. Road closed beyond Granger on account county construction operations. Detour west at Granger to paved west side highway, 5 miles north of Corvallis. Follow pavement to Corvallis. Detour well signed.

Corvallis-Monroe-Junction City-Eugene-Creswell-Cottage Grove-Drain-Yoncalla-Oakland-Sutherlin-Roseburg - Myrtle Creek-Canyonville — Paved throughout, with the exception of 1½ miles just north of Roseburg, where concrete paving operations are under way and highway will be closed to traffic day and night. A well-signed detour is provided around this construction.

Canyonville-Galesville—Concrete paving work under way. Commencing September 19, traffic will be regulated according to the following schedule: The highway will be closed to all traffic from 6:30 A. M. to 11:30 A. M., and from 12 M. to 5 P. M. South-bound traffic will be held up at Canyonville and north-bound traffic will be held up at a point 5 miles south of Canyonville. The highway will be open to all traffic after 5 P. M. However, the traveling public is cautioned against night travel over this section on account of a 2-mile detour where grades are steep and roadbed narrow, which permit travel in one direction only.

Galesville-Grave Creek—Paved.

Grave Creek-Sexton's (Smith hill)—Construction under way from Grave Creek to south foot of mountain. Traffic detoured over old road night and day, except northbound traffic, which is routed over main highway from the summit of Sexton mountain north. Good dirt road. Steep grade averaging 10 per cent.

Sexton-Grants Pass—Paved.

Grants Pass-Medford-Ashland-California state line—Paved.

West Side Highway.

Portland-Newberg—Paving work under way. Highway closed to traffic from 8 A. M. to 5 P. M. Two detours necessary. The first one is via Tualatin road, leaving highway one mile north of Tigard and regaining highway at Tigardville. Detour is graveled and in good condition, passable in all kinds of weather. The second detour leaves the highway one mile south of Middleton and crosses to Springbrook. This detour is hilly, but safely passable in dry weather. During rainy weather traffic will be routed over the highway at one-hour intervals.

Traffic from Portland to McMinnville and points beyond is advised to take the Tualatin valley highway via Hillsboro and Forest Grove, which is paved throughout.

Newberg-West Dayton-Lafayette-St. Joseph-McMinnville-Whiteson-Amity-Holmes Gap—Paved with exception of a three-quarter-mile section near St. Joseph and a three-quarter-mile section near Holmes Gap, both of which are graveled.

Holmes Gap-Rickreall—Graveled and in fair condition.

Rickreall-Monmouth—Paved.

Monmouth-south to Benton county line—Part earth road and part graveled. Detour via Suver and Independence after rains.

Benton county line-Corvallis—Paved.

Corvallis-Monroe-Junction City-Eugene—Paved.

Columbia River Highway.

Portland-Astoria—Paved except one mile through Rainier, which is rocked.

Portland-Cascade Locks-Hood River-Mosier-The Dalles—Paved.

The Dalles-Arlington-Umatilla-Pendleton—Macadamized entire distance.

Old Oregon Trail.

Pendleton-Dead Man's Pass—Excellent macadam.

Dead Man's Pass-Kamela—Rough mountain road.

Kamela-La Grande—New standard grade, rough in places, under contract for macadamizing; 50 per cent complete, cautious driving necessary. One short detour at Hilgard. Follow detour signs.

La Grande-Hot Lake—Pavement and macadam.

Hot Lake-Union-Haines—Good macadam.

Haines-Baker—Construction work under way; drive carefully.

Baker-Nelson—Fair county road. Under construction. Watch for caution and detour signs.

Nelson-Huntington — New standard grade. Under contract for macadam. Drive with care.

Huntington-Weiser—New grade rough, under contract for macadamizing. Best route is on Idaho side of Snake river. Cross at Olds Ferry. Fair county road.

Weiser-Ontario—Excellent macadam. (Note.—To avoid construction operations between Ontario and Baker through traffic may take road by way of Vale, Jamieson, Brogan, Malheur City, Bridgeport.)

Salem-Dallas Highway.

Salem-Dallas—Paved.

Coast Highway-Clatsop and Tillamook Counties.

Astoria-Seaside—Paved.

Seaside-Cannon Beach Junction—Graveled, fair condition.

Cannon Beach Junction-Hamlet Junction — Narrow, crooked road; graveled and safely passable with careful driving.

Hamlet Junction-Mohler—Under construction subject to slight delays and temporary detours; all safely passable except after heavy or continued rains.

Mohler-Miami — Follow county road; graveled and in fair condition.

Miami-Wilson River — Graveled; good condition.

Wilson River-Tillamook—Paved.

Tillamook-Beaver—Paved except three miles at Pleasant Valley, which is graveled and in fair condition.

Beaver-Hebo—Macadam in fair condition.

Hebo-Neskowin — Under construction, subject to short delays and temporary detours. All safely passable except after heavy or continued rains.

Coast Highway—Coos and Curry Counties.

Lakeside-North Bend—Sandy part way but safely passable throughout. New ferry in operation at North Bend.

North Bend-Marshfield-Coquille — Paved.

Coquille-Bandon—Dirt road; rough and crooked; careful driving necessary.

Marshfield-Bandon (via Seven Devils road)—Mountain road rough but passable with careful driving.

Bandon-Denmark-Sixes river—Graveled road in good condition.

Sixes river-Elk river—Road in fair condition; some steep grades.

Elk river-Port Orford-Brush creek—Good graveled road.

Brush creek-Lindville hill-Arizona inn—Under construction; steep detour, drive carefully.

Arizona inn-Gold Beach-Brookings—Mountain road in good condition; grades are steep and roadbed narrow; drive carefully.

Brookings-California state line-Crescent City—Good gravel road.

Roseburg-Coos Bay Highway.

Coquille-Myrtle Point—Open and in fair condition, except new grade, which is hard going after rains. Grading and rocking work in progress.

Myrtle Point-Roseburg—Open and in fair condition. Travel will experience some difficulty after rains. Under contract for rocking from Myrtle Point to Pacific highway. Public is cautioned to watch for rock-hauling trucks and to drive cautiously at quarries.

Corvallis-Newport Highway.

Corvallis-Eddyville—Road rocked and in good condition.

Eddyville-Toledo—Ten miles rocked road; seven miles dirt road, in good condition except after heavy rains.

Toledo-Newport—Macadamized and in good condition.

Willamette Valley-Florence Highway.

Open and passable to Blachly by both Low Pass and High Pass routes. Low Pass route is rocked to a point four miles west of Goldson postoffice. Earth road from this point to Blachly in good condition.

McMinnville-Tillamook Highway.

McMinnville-Sheridan—Paved.

Sheridan-Willamina-Grand Ronde-Summit-Dolph-Hebo (Junction of Coast highway); good macadam except short stretch at Yamhill river, which is rough and slow going.

Hebo-Tillamook—Macadam and pavement. (See Coast highway.)

Tualatin Valley Highway.

Portland-Beaverton-Hillsboro-Forest Grove-Gaston-Yamhill-Carlton-St. Joseph-McMinnville—Paved throughout except short gaps at Tualatin river and North Yamhill river.

Mt. Hood Loop Highway, Clackamas County.

Portland-Sandy—Take Powell Valley road which is paved to Gresham; graveled and in good condition to Cottrell; thence via Bluff road; graveled, fair condition.

Sandy-Salmon river—Highway passable when dry, but very rough; impassable after rains. Detour via Marmot road, which is mostly planked and passable, but rough.

Salmon River-Zig Zag—Unsurfaced, but sand and gravel soil and safely passable except after rains.

Zig Zag-Government Camp — Earth road, passable in all weather. Government camp open.

Mt. Hood Loop Highway in Hood River County.

Hood River-Parkdale—Good macadam road.

Parkdale-Mt. Hood Lodge—Two miles good macadam. Balance good earth road.

The Dalles-California Highway.

(Note—See Sherman highway for alternate route to central Oregon.)

The Dalles-Dufur—Take main highway to summit of Eight Mile creek, nine miles south of The Dalles then detour via Boyd to Dufur. Road is rough.

Dufur-Shaniko (via Maupin and Bakeoven.)—Road in fair condition.

Shaniko-Madras — Best route is via Antelope and Gateway. Between Shaniko and Antelope new macadam in good condition. Antelope to Madras in good condition.

Madras-Bend—Good macadam road, except trail crossing of Crooked river, which is in fair condition for dirt road.

Bend-Allen ranch—Cinder and gravel surface, in fair condition.

Allen Ranch-Fort Klamath—Dirt road, rough and badly cut up, but passable. Construction work under way at Sand Creek hill.

Fort Klamath-Lamm's mill—Dirt road with light grades and in good condition.

Lamb's mill-Klamath Falls — Macadamized and in good condition.

Klamath Falls-California state line—All macadamized with exception of 2½ miles near Merrill, and in good condition. Some construction work going on, watch for barricades and red lights.

Oregon-Washington Highway.

Pendleton-Washington state line—paved.

Pendleton-Pilot Rock—Five miles good earth road; 10 miles of macadam.

Pilot Rock-Vinson — New standard grade, under contract for macadam.

Vinson-Butter Creek-Jones hill—Good country road.

Jones hill-Heppner — Excellent earth road.

Heppner-Gilliam county line—80 per cent macadamized; all in very good condition.

Gilliam county line-Heppner junction—Very rough with many sharp curves; drive carefully. This section under construction and heavy going in places on account of sand. Several detours necessary, but well signed. All traffic possible should use the Rhea siding-Arlington road.

Ashland-Klamath Falls Highway.

Green Springs route open. Road in fair condition. Medford-Ashland-Klamath Falls stages taking this route. Between Jenny Creek and Keno road is rough and dusty on account of logging operations. Good dirt road between Keno and Klamath Falls.

Klamath Falls-Lakeview Highway.

Klamath Falls-Dairy—Macadam; in good condition.

Dairy-Beatty—County road, dry and sandy. Through cars will make better time by taking route via Bonanza.

Beatty-Lakeview — Rough mountain road.

Lakeview-Burns Highway.

Road is in fair condition. Best route is via Plush.

Bend-Lakeview Highway.

Bend-Fort Rock-Silver Lake—Road is in fairly good condition. The best route is via Short-Cut.

Paisley-Lakeview via Chewaucan Narrows—Twenty-three miles fair dirt road, 24 miles macadamized and in good condition.

Silver Lake-Paisley, via west side of Summer Lake—Good dirt road.

Central Oregon Highway.

Bend-Burns—Good dirt road.

Burns-Crane — Macadamized and in good condition.

Crane-Vale—Open, but very rough. Carry water and plenty of gasoline. South route through Crane is in better condition than route via Westfall.

Vale-Ontario—County road; fair condition.

Ontario-Cairo—One mile macadam, remainder fair.

Cairo-Nyssa—Macadamized; good condition.

Sherman Highway.

Biggs-Wasco — Highway under construction, county road open and in fair condition.

Wasco-Moro—New macadam.

Moro-Grass Valley—Under construction; take old road southwest from Moro to Nigger ridge. Then over new macadam to a point where the new highway and old county road meet; then follow old county road to Grass Valley.

Note — Road from Columbia River highway to Grass Valley via Fulton Canyon is also open and in fair condition.

Grass Valley-Shaniko—Road open and in good condition.

Shaniko-Antelope—In good condition.

Antelope-Madras—In good condition via Gateway.

Crater Lake Highway.

Road to Crater and Diamond lakes—Road open to Crater lake from Medford on the Pacific highway and from Klamath Falls and Bend on The Dalles-California highway. By the Medford route a detour is necessary five miles north of Eagle Point. Take road via Derby and McLeod bridge. Crater lake lodge is closed for the season.

Shaniko-Mitchell Highway.

Passable for auto traffic, but rough. Some repair work under way.

John Day Highway.

Arlington-Condon — Highway under construction between Arlington and Olex. Best route is via Blalock Canyon to Rock Creek, Mikkado, Clem and Condon. Leave Columbia river highway at Blalock. Dirt road in fair condition to point 6½ miles north of Condon; balance of distance good macadam.

Condon-Fossil—Macadamized and in good condition.

Fossil-Butte Creek Summit—Graveled and in good condition.

Summit-Tilley's (mouth of Service creek)—Dirt road in fair condition during dry weather. Service creek section is under construction; best road to Spray is via Winlock.

Tilley's-Spray—New road, fair.

Spray-Dayville—Good condition.

Dayville-Cole's bridge—In fair condition but rough. Construction work under way between Cummins creek and Valadez ranch.

Cole's bridge-Prairie City—Graveled road in good condition.

Prairie City-Unity—Mountain road; open and in fair condition.

Unity-Cow valley—Fair county road.

Cow valley-Brogan—Excellent graded earth road.

Brogan-Jamieson—New macadam.

Jamieson-Vale — Macadamized and in good condition.

Gehoee Highway.

Redmond-Prineville — Graveled road.

Prineville-Beaver Ranger Station—Road in good condition except six miles of dirt road, which is fair.

Beaver Ranger Station-Mitchell—Good new macadam to a point two miles east of forest boundary. From this point to Mitchell, 12 miles, construction work is under way. Some detours are necessary, but road is passable.

La Grande-Joseph Highway.

(Road to Wallowa lake.)

La Grande-Island City—Paved.

Island City-Elgin—First ten miles new standard grade, under contract for macadamizing, balance fair county road.

Elgin to top Wallowa Hill—Nine miles excellent macadam.

Top of Wallowa Hill to Minam—Five and one-half miles new standard grade, under contract for macadamizing; rough in spots but much better than old road; old road closed and barricaded; traffic warned to keep off old road on account of slides.

Minam-Wallowa-Lostine — Macadamized.

Lostine-Enterprise—Under contract for grading and macadamizing; contractor's forces working on river road; turn off at Wade ranch for hill route to Enterprise.

Enterprise-Joseph—Macadamized.

Joseph-Wallowa lake—Excellent county road.

Enterprise-Flora—Fair mountain road; 12 miles macadamized.

Mckenzie Highway.

Eugene-Blue River—Open and in good condition except for short detours and across sections under construction between Walterville and Blue River.

Blue River-Belknap Springs — Newly completed macadam in excellent condition entire distance of 15 miles.

McKenzie Pass—Reports from the federal bureau of public roads are that the highway across the lava beds is again open and will be kept so until blocked by rain or snow.

Willamette Highway.

Eugene-Cascade summit to The Dalles-California highway at Crescent—Open and in good condition.

Baker-Cornucopia Highway.

Baker-Halfway—19 miles macadam, 8 miles graded earth road, balance good county road. Cautious driving necessary on "S" grade, four miles west of Richland.

Baker Unity-Highway.

Baker-Bridgeport—Open; fair mountain road.

Bridgeport-Unity—Good county road.

Grants Pass—Crescent City Highway.

(Road to Oregon Caves.)

Grants Pass-Kerby—Good smooth road. From Kerby road is open to Oregon Caves; good condition.

Kerby-Waldo-Monument (Oregon Mountain)—Rough and rocky.

Monument-Crescent City—Good mountain road.

Bend-Sisters Highway.

New graveled road most of way; in good condition.

ELGIN NEW ROAD HUB

IMPROVEMENTS MADE AND OTHERS PLANNED.

New Highway From La Grande to Elgin to Be Completed Soon; City Is Center.

"Judging from road improvements proposed and now building, the town of Elgin will soon become the 'Highway Hub' of this entire inter-mountain country, with the almost unlimited resources of the upper Grand Ronde and Wallowa valleys, together with the matchless scenery of Wallowa lake as incentive to constant travel through that enterprising eastern Oregon trading and road terminal."

So says the Walla Walla Bulletin, of Walla Walla, Wash. Speaking editorially, the article continues:

"The new road from La Grande to Elgin is soon to be completed, according to recent announcement, and since the road from Joseph to Elgin is already in use, this will provide an improved highway from Wallowa lake to La Grande, Pendleton and Portland, via Elgin. Then plans for the new Weston-Toll Gate-Elgin road, over the Blue mountains, connecting two inland empires now separated by a mountain barrier, will use Elgin as a terminal, thus connecting with the other improved highway and providing a good road from Pasco, Kennewick, Dayton, Waltsburg, Milton, Freewater, Weston, Athena, Walla Walla and all other intermediate points to Elgin and the Wallowa country.

"Owing to the length of time required to travel to the lake and to almost any other point on the other side of the mountains, Elgin will become a regular meeting and stopping point for the night. Any live town knows what this means to business, for motorists are good spenders and must have the necessities of life on the road as well as at home.

That Elgin's progressive business men fully appreciate the possibilities of their town's location is indicated by the interest which they have taken in all these road movements. It has been a long grind, but at last the future is bright with prospects for the realization of many years' effort. The Joseph-La Grande road through Elgin is assured, the forestry road will be secured if proper co-operation is forthcoming.

"One of the obstacles is the franchise of the Toll Gate Road company, but boosters for the road on this side have every confidence in the successful solution of this matter, through public-spirited action on the part of the interests involved. Jesse Crumm, secretary of the company, is reported to have recently stated that his company would not stand in the way of the new road, because he well appreciated what the road would mean to his home community. It is to be hoped that this report is correct and that Elgin's great opportunity will not knock at the door in vain.

"Umatilla county is doing its full share toward securing the construction of this road. In fact support on this side of the mountains has been enthusiastic and sincere. We are not in as close touch with the other side as we will be after the new road is built, but we have been constantly informed that Elgin, Enterprise, Joseph and the towns of that entire section are doing their part. It will mean increased business opportunities for them all, and no doubt they fully realize this fact, but if by any chance there is dissension on the other side, every possible effort should be made at once to get every community involved working as one big unit.

"Walla Walla has been entirely unselfish in the movement, although the road will not help this city as much in proportion to size as it will most of the other towns involved. A like spirit of good will and friendly co-operation should prevail on the other side of the mountains. All obstacles must be removed and a united front turned toward the forestry department officials in Washington and Portland. Here is a common cause that will be of mutual benefit to many towns."

Repair Suit Adjudicated.

MONTESANO, Wash., Oct. 7.—What is known around the Grays Harbor county courthouse as the "automobile malpractice case" was decided in favor of the plaintiff in Judge Abel's court Tuesday afternoon. This was a suit for $750 damages for alleged improper repairs made to an automobile belonging to Joseph Ennis of Aberdeen by E. Trent Gravette and John J. Halliday. Damages in amount of $420 were awarded to the plaintiff.

France May Enforce Mixed Oil.

To reduce France's dependency for mineral oils on the United States, Great Britain and Holland, the French government is contemplating the enforced use as motor fuel of a new mixture composed of alcohol, gasoline, cyclohexane and phenol.

Rhyme of the Road

By Dudley Glass

The autumn days are calling me to hit the open road and see the hills where apple trees bend low beneath their load; I long to see the goldenrod beneath the breezes bow, but I shall miss it, for the car is in the paint shop now.

For weeks on end I'd climb upon the daily morning trolley and say that keeping up a car is just expensive folly; I'd feel no lure of country hills with atmosphere untainted, but how I want to travel, now the car is being painted!

For evening after evening I'd sit around at home and never feel the least desire outside the house to roam; but now I want to go somewhere; my wife is restless, too; but while that car is in the shop there's naught on earth to do.

They've got a better lot of shows in town than e'er before; the country clubs hold out a charm, where once they were a bore; the county fair is in full swing; a trolley'd take us there, but who would hang upon a strap? No, you can have my share!

A month ago it seemed that we but seldom paid a visit; but now we're asked to go somewhere six nights a week. Why is it that friends who used to seem so near now all reside so far? It's just because, dad-burn the luck, we cannot use our car.

We've often cussed the faithful friend and sworn that we would sell it. A car's a nuisance, anyway, to hear the owner tell it; but when it's gone: A month's enough to prove beyond a doubt your car is one possession that you just can't do without.

Professor W. S. Schoonbaker, the well-known amateur scientist and ukulele virtuoso, has just about completed the finishing touches on a perpetual motion machine, which, he conservatively declares, will revolutionize the industries of the universe. The professor got the idea, he says, from watching the operation of the meter on a taxicab.

When father announces the purchase of a new car:
Son (in high school): "How fast will she travel?"
Daughter (in seminary): "Is it one of those darling little coupes?"
Son (in fourth grade): "How many cylinders, dad?"
Daughter (aged eight): "Has it a cute little seat in the back?"
Mother: "And what color did you choose, without asking me?"

When we had a near-education inflicted upon us in the little red school house, they taught us that the sum of the parts was equal to the whole. But that was before we had to purchase a new ring gear and a couple of wrist pins.

A guy we like is Jerry Powers;
He drives the same make car as ours.
And when we blow a tire, it's very
Nice to borrow one off Jerry.

UNCLE EB, HE SAYS—

—Wealth don't bring happiness, boys. Take, f'instance, the Giltrocks family who live up on the hill, and their feeble-minded son, who's attained the age of fifteen now without showing any signs of intelligence. But the old man has given the lad a new 90 horsepower car to drive around the streets, hoping it will provide the boy a bit of innocent pleasure.