

Highway Conditions In Convenient Review

Road Conditions From All Parts of State Assembled in Convenient Form for Ready Reference by the Motorist on His Journeys Into the Great Outdoors.

[How is the road? An all important question to the motorist. The Journal herewith presents a synopsis of road information from all parts of the Oregon country.]

Portland-Salem—The Pacific highway between Salem and Portland will be converted into one solid ribbon of pavement before the end of the forthcoming summer, according to State Highway Engineer Herbert S. Nunn. At the present time this section of highway is all paved with the exception of eight miles, four of which lie just outside of the city limits of Salem and the other four between Canby and Aurora. Contract for the pavement of the Marion county stretch has already been let and the other job is scheduled for action at the March meeting of the commission.

Salem to Harrisburg—From Salem to Harrisburg through Turner, Marion, Jefferson, Albany, Halsey and into Harburg, the road is excellent with only one bad stretch of a quarter of a mile in the entire distance. This lies between Marion and Turner and is in dry weather in poor condition. From Salem to Turner the road is alternately paved and macadamized for the whole distance. From Turner to Marion the road is gravelled as it is between Marion and Jefferson. Part of the road between Jefferson and Albany is paved and the balance gravelled. South of Albany the road for the entire distance through Halsey into Harrisburg is gravelled.

In Lane County—Road conditions in Lane county, especially on the Pacific highway, are generally good from north to south excepting just one half mile before entering Douglas county, beyond Divide.

Country roads are also in fine condition, due to the lack of rain since the first of the year. Traveling is good up the McKenzie river and also up the old military highway on the upper Willamette to Oakridge, excepting a stretch of three miles near Lowell.

Travelers through Lane county have but one ferry. This is at Harrisburg and is maintained as a free ferry by Lane and Linn counties. It is operated day and night and there is no waiting. The roads between Cottage Grove and Eugene are passable, although some spots are quite rough owing to recent work. Parts of the road, especially between Cottage Grove and Walker, have recently been rockd and so there is no danger of miring.

This side of Divide, in Lane county, the roads are for a half mile or more in bad shape and automobiles are hard put to get through. Just this side of Comstock, a short distance was not rockd last fall, and many machines cannot get through at all. Some make it every day, however. From Comstock to Leona the roads are in fine condition, and the road from Pass Creek canyon north of Comstock, and between the bad stretches of road mentioned above, is fair.

Comstock-Glendale—The roads south from Comstock are mostly built on new grades, and the loose dirt in these grades has not been surfaced in many sections between Comstock and Oakland. There are sections of from two to three miles where the mud is quite deep, and cars have to be pulled for at least one to two miles by team. Just now there has been several days of dry weather and the dirt roads dry pretty fast so that cars are driven through during the past week on their own power. But a day or two of heavy rain will make them impassable between Oakland and Cottage Grove. Tourists should take heed of this and ship from Cottage Grove to Oakland. Some sections of this road are fine—as the surface had been plowed thereon last fall—but other sections between make it almost impassable—and if it is raining the mud gets so deep the bed of the car drags—and it cannot be propelled on its own power. From Oakland to Roseburg, there are some bad sections but the mud is hardly ever so deep that a car cannot be driven through. From Roseburg to Glendale the roads are very good. The dreaded Roberts Mountain is still one of the obstacles of the road south, but this will be all eliminated this summer, as the new cut-off by way of Dillard will be paved and ready for use by the early part of the summer. The road, however, is good and parties are now driving from here to Riddle in 3 to 4 hours, a distance of 81 miles; some make it to Glendale in this time, a distance of 65 miles. This takes the autoist through the notorious Cow Creek Canyon. The road here is not all hard-surfaced but it is generally in good condition except at the summit where the going in several places is rough, some parts muddy with danger of becoming stuck. The road near Riddle is also good.

Paving is expected to progress rapidly this spring and it can be promised the road is in much better shape than last year. At the present moment tourists who come through tell of a strenuous trip from Roseburg north, although some make it without being towed out. The best automobilist of this city, Bill Broadway, advises shipping autos between Roseburg and Cottage Grove whether going north or south.

Glendale-Grants Pass—Road work in the vicinity of Wolf Creek has been progressing during the favorable weather, and the paving is about completed southward and is now open to traffic. Smith hill between Wolf Creek and Grants Pass is impassable to autos, teams being required to get them through, heavy truck hauling, in connection with the new grade, being the cause.

Grants Pass to California Line—The roads in Jackson county are in very fair condition for autoists, provided the proper directions are followed. Beginning at the Josephine county line, a short distance from Rogue River the road is covered with crushed rock which, though causing slow travel, is hard and safe. A short stretch of mud will be encountered just before reaching the bridge across the Rogue river into the town, but there is no danger of getting stuck. The river must be crossed into the town of Rogue River, as the Pacific highway, which goes straight ahead missing the town altogether, is under construction and very bad traveling will be encountered. After leaving the town of Rogue River, the old county road offers splendid traveling (as far as dirt road permits) and the Pacific highway is again joined at Rock Point two miles from Gold Hill, where the new concrete bridge is now being completed. On leaving Gold Hill the paving begins at the southern city limits, which carries the tourist 25 miles on beyond the town of Ashland.

Western Oregon
Warren—The highway from Scappoose to St. Helens through Warren is almost impassable for automobiles and is rapidly getting worse. The eleven miles not hard surfaced is an eyesore to all travelers. From the railroad north of Columbia City to Astoria the road is in fine condition. The stretch referred to will

be finished as soon as the contractors can do it.

Seaside—The road around what is known as Smith Point is paved, also the road over the hill is paved. The bridge across Youngs river is not considered safe and traffic is regulated to city limits of Warrenton, at the intersection of what is known as the cut-off (the cut-off runs from the cement pavement on road from Astoria and in dry weather is all right, but in wet weather is not very good for the reason that one has to turn off the planks and the clay is bad) then for a mile or so is macadamized road and is not bad, then paved for about four or five miles and is in good shape, then macadamized road for three or four miles hard but rutty, then paved and in good shape into Seaside, from Seaside south to Ecila macadamized hard but very rutty. Seaside, south to Hamlet or Tillamook, macadamized, hard, but fair for the first 15 miles to the intersection of the Pacific Highway to Tillamook and there the road is very poor to Hamlet. The Pacific Highway at the intersection where one turns to Hamlet is graded but only passable in summer or dry weather to the Tillamook line.

Amity—The road north to McMinnville is gravel but has during the winter months broken through in a few places. This road is, however, in very good condition as the trip to Portland is being made daily in only two hours' running time, and at no time since January 1 has it been necessary to use chains in making the trip. To the south the Amity-Holmes Gap section of the highway, is at the present time impassable, due to the fact that dry weather caught the road contracting company last fall just as it had finished grading and there was no gravel available at the time to rock the new grades. The road to the west is good and macadam seven miles to Bellview and from there to Sheridan a distance of about four miles it is pavement. To the east and south there are good rock roads to Hopewell, Wheatland and Salem.

Prineville—All the roads leading to Prineville are getting in good condition. The road from Madras to this place is fine to Lone Pine Gap and fair from there 3 or 4 miles to Prineville. Autos making trip to Mitchell, going hard but passable. Roads to Paulina, Post and Barnes fair for the season. Road to Bend via Powell Butte fair, via Redmond good. Work on Crooked river highway progressing satisfactorily. City has advertised for bids to equip good public camp grounds in the city. Land already donated.

Bend—The main traveled roads by automobile tourists are: 1—The Dalles-California highway—The Dalles to Klamath Falls and California points south and Columbia highway and Portland north. 2—The McKenzie Pass-Bend-Sisters road, joining at Bend with The Dalles-California highway. None of the roads in Central Oregon on either of these two highways is paved or macadamized, but during the season between the months of May to November, except in small stretches south of Bend the roads are in generally good condition and open to automobile travel. The greatest obstacle with which the tourist may have to contend is dust.

Condon—The main traveled roads of Gilliam at present are in very poor condition, especially where the old dirt roads are used, as is the case nearly all over the county. The six miles of macadamized road directly south of Condon on the road to Posselt is in good condition and is traveled daily by trucks and autos, although they experience some difficulty after leaving the hard surface. The Condon-Arlington road, one of which is hard surfaced, and the one which is traveled daily by trucks and autos, although they experience some difficulty after leaving the hard surface. The Condon-Arlington road, one of which is hard surfaced, and the one which is traveled daily by trucks and autos, although they experience some difficulty after leaving the hard surface.

Eastern Oregon
Hood River—The roads in the valley at the present time are in worse condition than they have been for many years, and for this the big auto trucks, by which a large percentage of the apples this season were hauled to the shipping point, are in a large measure responsible.

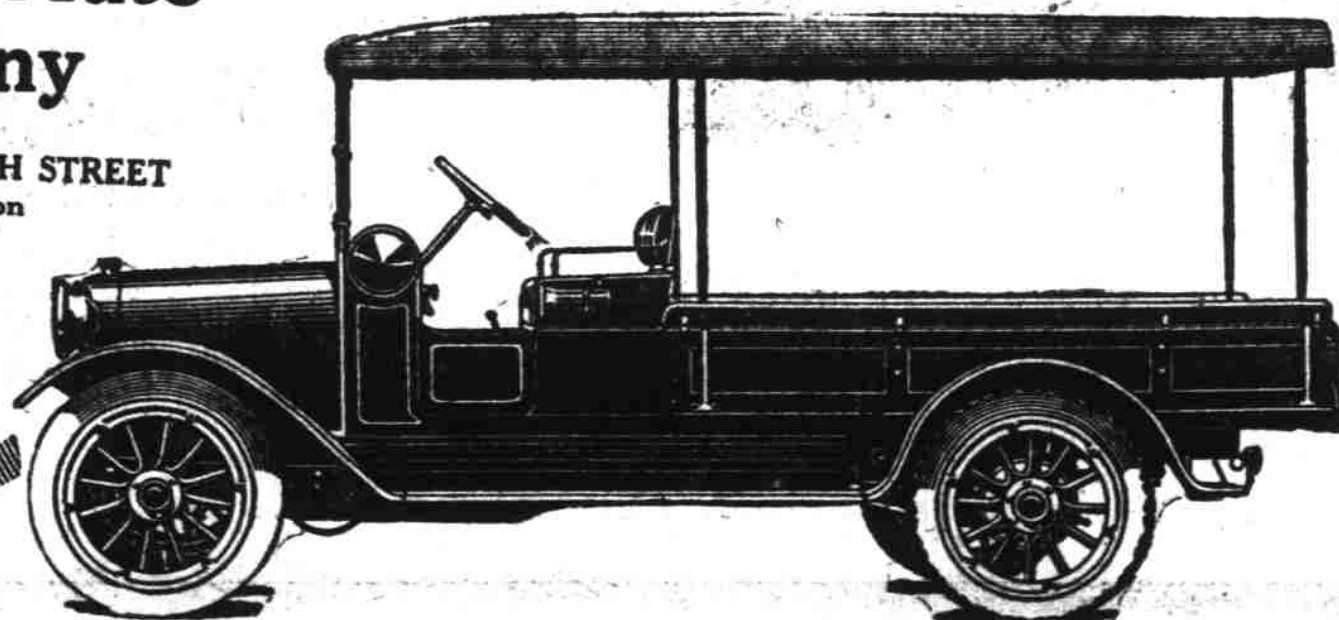
Philomath—The old Corvallis-Newport



Northwest Auto Company
Distributors
ALDER at EIGHTEENTH STREET
Portland, Oregon

REO CHASSIS are also equipped with a body easily convertible into eight different styles—a body for every purpose, all in one.

This was the first of its kind to be built. For seven years now it has been faithfully and economically serving owners in city delivery work and for many farm purposes. That, while in the meantime many imitations have appeared, it is in even greater demand today than ever, bespeaks for its quality.



Where
Commerce
TRUCKS
Owners

find service:

Bettie Smith Motor Truck Corp.
Oregon City—Salem

W. H. Wallingford Co.
Corvallis—Albany

E. U. Cate
Rainier—Hood River

Tillamook Auto Co.
Tillamook

W. J. Edwards
Sherwood

Strong-Montgomery Motor Co.
Astoria

F. S. Gunning
The Dalles

Ralph E. Laraway Motor Co.
Eugene

McCracken Motor Co.

Distributors
490 Burnside St. Broadway 92

3/4-ton Speed Wagon

With Pneumatic Tires and
Electric Lights and Starter

though drying quickly. Generally, the roads all over the county are in an extremely bad state.

Pendleton—Heppner to Pilot Rock, unimproved, very rough. Lexington to Echo, unimproved except last 5 miles, Butter Creek into Echo. Umatilla to Echo, (Old Oregon Trail) excellent new macadam.

Morrow county line to Umatilla, (Columbia river highway) excellent new macadam.

Echo to Pendleton, rough, some sand. River route (Old Oregon Trail) under construction, not yet in use.

Pilot Rock to Pendleton, macadam road, rough, being dragged.

Pilot Rock to Lehman Springs, Uklah and Grant county, rough and muddy through mountains.

Pendleton to Athena, paved. Athena to Milton, good macadam, construction under way about Weston. Beyond Weston some rough spots.

Milton to State Line, paved. Between State Line and Walla Walla, macadam, rough.

Pendleton to La Grande, open as far as Cabbage Hill. New grade over Cabbage Hill to Meacham soft, not rockd. Impassable between Meacham and Kamela, summit of Blue Mountains.

Hermiston—The Columbia highway has been graded and hard surfaced through Hermiston and Stanfield to Echo on the east and as far as Irrigon on the west. The concrete bridges over the irrigation canals are not completed, but the concrete have been let for the same and they will be put in soon. A slight detour is necessary to get over these places.

Burns-Burns to Bend—passing through Sunter, Rolyat, Riley, Millican—this is an unimproved road—but in condition for travel with ease nine months of the year. Tourists can make

Bend in 8 hours.

Burns to Crane—This is a section of the Central Oregon Highway and 16 miles of this is being macadamized at the present time and the balance of the summer months—runs to Sunter on the Bend road, thence South to Egli, Butte, Falls City to Lakeview, then passing on the East of Goose Lake to Alturas, Cal.

Burns to Canyon City—This is an unimproved road but much traveled in summer and is one of the most scenic thoroughfares in the country. The road runs through John Day, Mitchell, Condon. The Dalles to a connection with the Columbia river highway.

But in the summer, this is a good road for travel and runs to the camping ground in Burns.

Burns to Alturas, Cal.—This is an unimproved road and travel is easy in the summer months—runs to Sunter on the Bend road, thence South to Egli, Butte, Falls City to Lakeview, then passing on the East of Goose Lake to Alturas, Cal.

Burns to Canyon City—This is an unimproved road but much traveled in summer and is one of the most scenic thoroughfares in the country. The road runs through John Day, Mitchell, Condon. The Dalles to a connection with the Columbia river highway.

But in the summer, this is a good road for travel and runs to the camping ground in Burns.

Burns to Alturas, Cal.—This is an unimproved road and travel is easy in the summer months—runs to Sunter on the Bend road, thence South to Egli, Butte, Falls City to Lakeview, then passing on the East of Goose Lake to Alturas, Cal.

Burns to Canyon City—This is an unimproved road but much traveled in summer and is one of the most scenic thoroughfares in the country. The road runs through John Day, Mitchell, Condon. The Dalles to a connection with the Columbia river highway.

But in the summer, this is a good road for travel and runs to the camping ground in Burns.

Burns to Alturas, Cal.—This is an unimproved road and travel is easy in the summer months—runs to Sunter on the Bend road, thence South to Egli, Butte, Falls City to Lakeview, then passing on the East of Goose Lake to Alturas, Cal.

Burns to Canyon City—This is an unimproved road but much traveled in summer and is one of the most scenic thoroughfares in the country. The road runs through John Day, Mitchell, Condon. The Dalles to a connection with the Columbia river highway.

But in the summer, this is a good road for travel and runs to the camping ground in Burns.

Burns to Alturas, Cal.—This is an unimproved road and travel is easy in the summer months—runs to Sunter on the Bend road, thence South to Egli, Butte, Falls City to Lakeview, then passing on the East of Goose Lake to Alturas, Cal.

Burns to Canyon City—This is an unimproved road but much traveled in summer and is one of the most scenic thoroughfares in the country. The road runs through John Day, Mitchell, Condon. The Dalles to a connection with the Columbia river highway.

But in the summer, this is a good road for travel and runs to the camping ground in Burns.

Burns to Alturas, Cal.—This is an unimproved road and travel is easy in the summer months—runs to Sunter on the Bend road, thence South to Egli, Butte, Falls City to Lakeview, then passing on the East of Goose Lake to Alturas, Cal.

Burns to Canyon City—This is an unimproved road but much traveled in summer and is one of the most scenic thoroughfares in the country. The road runs through John Day, Mitchell, Condon. The Dalles to a connection with the Columbia river highway.

But in the summer, this is a good road for travel and runs to the camping ground in Burns.

Burns to Alturas, Cal.—This is an unimproved road and travel is easy in the summer months—runs to Sunter on the Bend road, thence South to Egli, Butte, Falls City to Lakeview, then passing on the East of Goose Lake to Alturas, Cal.

Burns to Canyon City—This is an unimproved road but much traveled in summer and is one of the most scenic thoroughfares in the country. The road runs through John Day, Mitchell, Condon. The Dalles to a connection with the Columbia river highway.



Service MOTOR TRUCKS

The Name is Built into The Truck Itself

Compare—then Judge
Don't accept our word for SERVICE superiority. Talk to the men who own them. Make any tests you please. Place SERVICE Motor Trucks side by side any other make. Compare the size, the materials, the construction, the loading space, and above all, compare performance.

Find Out Today what SERVICE Trucks Will do to Solve Your Haulage Problem
SERVICE records, in long and short haul work, are facts that cannot be denied.

See Our Exhibit at the Armory, Just Inside the Tenth Street Entrance—
Or Call at Our Salesroom for Demonstration

Service Sales Agency
227 Salmon St.

Republic Trucks

All Models on Exhibition at
OUR SHOWROOM
Park at Everett Streets

When you get ready to inspect the trucks by which all others are judged just call
BROADWAY 1369
and one of our cars will call for you.

Roberts Motor Car Co.
Boise, Ida. Portland, Ore. Vancouver, Wash.
Largest Exclusive Truck Dealer in the Northwest