

PACIFIC HIGHWAY TO CALIFORNIA IS NO WINE-SHAPED

Scouts Discover Work on Road to Be Going On Rapidly; Bad Spots Are Few on Road.

(Continued From Page One, This Section)

The chap in the car alongside shifted his coat, put his hat back over his eyes, got slowly into motion, and shot back over his shoulder, just before he was out of hearing: "You'd be surprised!" And the scouts were surprised. Most of it was smooth as a billiard table.

Most people have looked upon Roberts mountain as a hard nut to crack, but a new highway is now being built to eliminate that hazard. Cow Creek canyon has a road that will rival any unpaved boulevard in the state, and most of it is now all-year road, with a prospect that the rest of the way will soon share the hard surface. Glendale hill has a new winding road up a gentle grade that eliminates the town of Glendale, and Wolf Creek hill has a pavement that makes it as good as a city street. Smith Hill road is of clay and will be troublesome next winter if no further work is done on it.

PORTLAND TO SALEM
The road in detail is as follows:
0.0—Journal building. Out Broadway to Madison, over Hawthorne bridge, out Hawthorne to East Eleventh. Right on East Eleventh, out Milwaukee avenue through Sellwood, Milwaukie, and so on to Oregon City. Paved to Oregon City with the exception of a hill beyond Milwaukie. Through Oregon City, past paper mills, and follow travel to Canby. 14.7—Paving ends. 26.2—Canby. 37.1—Barlow. Road of gravel and clay in fair condition. 39.2—Turn right. 38.8—Pavement. 39.2—Aurora. 38.4—Woodburn. 46.5—Pavement ends. 48.45—Bridge construction. Road in good condition. 48.8—Turn left. Here there is a rough detour with loose gravel. Construction on main highway, where hard surface is being laid near Salem. 53.2—Detour joins paving. 54.3—Fair grounds. Paving continues to Salem. 77.4—SALEM TO CORVALLIS.

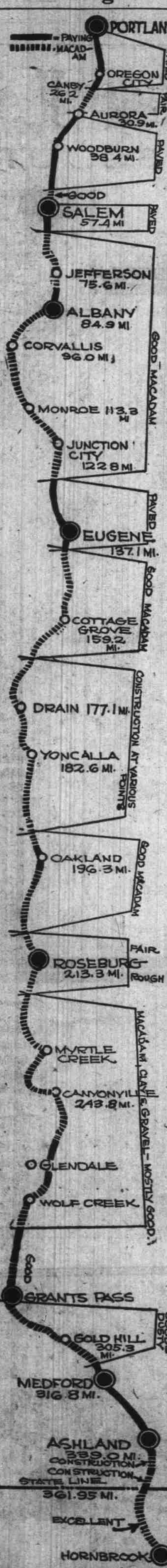
Take route out of Salem known as the Ankeny Hill route, leading to Albany by way of Jefferson, avoiding Marion and Turner. Route lies out South Commercial street. Paving to mileage 62.35. Good macadam road leads on to 70.7, where there is a short section of new grade. Jefferson, 71.8. Follow Pacific highway signs, turning right twice and following travel. Out of Jefferson there is some paving which allows travel a portion of the distance and a detour along a side road for the rest of the way. Detour rather rough. Turn right at mileage 76.8, forsaking paving. From this point to Albany at 84.9 the road is a succession of paving bits, construction, and crushed rock, but the going is good and a fair rate of speed can be maintained. Out of Albany turn left beyond long iron bridge, and follow river to Corvallis, at 86.0. This road is one of the best stretches of macadam in the state.

CORVALLIS TO EUGENE
Out of Corvallis, following the street through the town, the tourist approaches Monroe, passing over road in fair condition, with the going affording a good pace for the major portion of the way. Two operations where there are preparations to pave will be encountered. Mileage 113.3, the road leads directly through Monroe, turning to the left over iron bridge at end of town. Road is good to Junction City, mileage 123.8. The way leads through Junction City on to paving leading to Eugene. This road may be open continuously, but in case of obstruction a road leads out of Junction City to the right at the famous red barn, and is good macadam to Eugene. The left-hand road, known as the river road, is paved for a large portion of the way and will soon be completed. At mileage 134.3 there is some paving construction on the river road and a detour is necessary to the right, joining the macadam road from Junction City at mileage 135.6. Eugene, 137.1.

EUGENE TO DRAIN
To leave Eugene go out past the university campus on East Thirteenth avenue, and take paved road. Paving ends mileage 141.7, and good road leads on to Creswell, broken with a two-mile bit of hard surface at 142.5. The signs are good along this section of road, and there is little danger of going astray. Creswell is reached at mileage 143.7. There is a bad bridge out of the town at 150.8, but the road itself is in fine condition. Walker station is reached at 154.9. Here the road crew was scattering gravel last week, there is a roller at work, and water bound macadam is going down as fast as men can lay it. From Saginaw at mileage 156.1, the road is excellent to Cottage Grove, mileage 159.2. Here there is an auto camp, where water and camping grounds may be had, and where sports have it that a goodly number of tourists have been accustomed to spending the night. Beyond the town there is a turn to the left beyond the iron bridge and the dirt road is fair. Mud used to be troublesome, the road is narrow, but Cottage Grove men said that the short stretch will be improved before next winter. The road gets better out from the town and continues good to the vicinity of Divide. Here the going is rough due to loose gravel and rutty surface. Turn left over tracks at mileage 164.5. The road along here is bad in wet weather, and is rough and dusty at present, and is narrow, bad going to the Lane county line at mileage 165.3. Here the road is good and continues so for four miles, with a single short stretch of a few yards, where cars must be extended. Here there is a new bridge going in and some new grading. After a fraction of a mile (the bridge is good, from Providence near to Leona Mills, where there is considerable construction and some rough road.

DRAIN TO ROSEBURG
Drain is reached at mileage 177.1, and out of the town, after turning left at store, the road is poor. There is a crusher at work only a few miles from the town on the grade. South of Drain for a few miles there is construction, road crews are at work with scrapers doing grading; there is some gravel, mostly hard clay. Use care in passing working-crews. For a mile north of Yoncalla the road is good. From Yoncalla, mileage 182.6, the road south is of gravel and clay, fair going to the bridge detour at 185.4, where some more construction is encountered. At mileage 187.15 take the left-hand road known as the Goodrich highway, and ascend Rice hill, where a winding clay road affords easy travel, but promises something interesting next winter if there is no improvement made. The grade down the far side of this hill is steep and needs to be traveled with care. There are two bridges at mileage

Pacific Highway in Oregon



Check your speedometer to AAA mileage at every city marked by bullseye.

194.1, and then some rather bad road as far as the end of the paving leading into Oakland, mileage 194.1. The new

ing ends beyond the town, and there is a narrow rough road leading to Sutherlin. Good gravel takes the place of the roughness two miles from Sutherlin. Beyond the town there is some crushed rock on the far side of the new bridge, and then the road is fairly good with loose gravel and clay forming the surface. Some construction is encountered at mileage 202.3, with hard clay as the surface. Two miles further a new road is being cut through to straighten a curve. The road is rough to Wilbur, and then some loose gravel to the bridge over the Umpqua river, and a little better into Winchester. 207.3. A new bridge with a rough approach is met on the far side of the town, and then fair road to Roseburg, rougher to Roseburg, and then paving through the city, 213.3.

ROSEBURG TO CANYONVILLE
Paving leads a short distance out of Roseburg, and then the road is rough, with some construction. The road is narrow in some places and a close watch should be maintained for approaching cars. A fair clay road and a short bit of paving, then some construction, and a turn is made to the left at the forks, and left again at a store a mile further. Carnes is at mileage 223.5. Out of Carnes the road is of clay and gravel and leads on up to Roberts hill. All cars must take a rest on the grass up this chestnut, a generous use of low gear is recommended. The summit, a well-defined knob, is reached at mileage 234.55, and the descent requires care equal to the ascent. Dols station is reached two miles from the bottom of the hill, 238.3. From this point the road runs along the river and portions of it show evidence of recent grading. On the other side of the river may be seen the new road now being built but which was closed when the scout party went through.

Mileage 235.55 discovers a bad grade down with a number of turns into Myrtle Creek. The road is good from here to Riddle, and leads through the town, then left, and clay and gravel surface goes on to Canyonville, 249.3. The road is good for two miles. Here there is loose gravel and crushed rock, making hard pulling for a short distance. The road is now