## Yow is the Road?

Pendleton, Or., Sept. 17.—(Special)—All arrangements for the actomobile traffic to the Round-Up are complete, and Portland automobilists to the annual event will have the best road conditions that are obtainable over the Columbia River highway. The eastern Oregon Auto club of this city has arranged the elimination of the Mosier hill and about 20 miles of rough road through the courtesy of the paving contractors working between The Dalles and Mosier.

The trip from Portland to Pendleton will be made over the Columbia River highway the entire length, with the exception of two small detours around the paving construction being done by the A. D. Kern company and the Hauser Construction company. The mileage of these detours will not exceed three and one half miles, and the contractors were busy last week preparing them so that the tremendous traffic of this week could get clear passage for the big show.

Actual road conditions for the trip have been announced by the Eastern Oregon Auto club, following an inspection of the whole highway, and particularly the proposed detours, by the auto club secretary. From Portland to within one mile of Mosier the highway is paved, a distance of approximately 75 miles. Through the courtesy of the contractors, no paving work will be done west of Mosier until after the Round-Up, permitting through traffic on the main highway. At Mosier the Round-Up schedule will be, instead of taking the long steep Mosier grade, to go east one half mile on the old graveled road and then follow the detour one mile and a half to the main highway. Here passage will be clear to within five miles of The Dalles, where all cars will take the Gooseberry Springs detour. This has been shortened so that instead of going into The Dalles on the detour traffic may swing to the right and get back to the paved highway two miles west of The Dalles.

Good macadam road lies the entire distance from The Dalles to Pendleton with the exception of a few hundred feet yet unsurfaced where the blasting is fust completed at Ca

npleted at Cape Horn. This latter work meant the elimination of the old d between the Deschutes river and The Dalles, which became impassable pefore the new road was opened,

Excellent road conditions are prevalent the entire trip and the local auto club a few minutes at 10 a. m.; between 12 (noon) and 1 p. m., and for about 10 minutes at 3 p. m. Pavement is being laid at two points between Divide and Drain. Excellent macadam from Drain to a point 3.7 miles south of Yoncalla and from there it is paved to Oakland.

OAKLAND-SUTHERLIN—Paved.

SUTHERLIN-ROSEBURG — Pavement completed from Sutherlin to Wilbur; no detours; graveled from Wilbur to Roseburg with no detourdetours.

ROSEBURG-MYRTLE CREEK—Paved.

ROSEBURG-MYRTLE CREEK—Paved.

MYRTLE CREEK-CANYONVILLE—South
f Myrtle creek, take detour via Riddle to Canonville, which is rough and slow.

CANYONVILLE-GALESVILLE—Good mac-

adam.

GAESVILLE-WOLF CREEK — Paving in progress at both ends of job; about seven miles south of Galesville, detour via Glendale to Stage Road Pass is used from 7:30 a. m. to 5:30 p. m. At Stage Road Pass, a short detour

MOLF CREEK-GRAVE CREEK-Paved. GRAVE CREEK-GRANTS PASS-Good mace

GRANTS PASS, THROUGH GOLD HILL, MEDFORD AND SHLAND, TO THE CALI-FORNIA LINE—Paved.

Columbia River Highway

ROWENA TO GOOSEBERRY SPRINGS— Four miles fair graveled mad, open at all hours for travel, but the public is cautioned

GOOSEBERRY SPRINGS TO THE DALLES

GOOSEBERRY SPRINGS TO THE DALLES
—Three miles, paving operations under way 2 ½
miles west of The Dalles. Detour to the left
at Gooseberry Springs and follow old road by
way of Standard Oil plant to The Dalles. Negotiations are under way to shorten this detour 2 miles by going through private property to take care of travel to Pendleton during Round-Up week.

THE DALLES-DESCHUTES RIVER—The
Dallas to Senfert payed

Dalles to Scufert, paved.

SEUFERT TO DESCHUTES RIVER—New

highway now open; road for about 300 yards past Cape Horn only 12 feet wide and rather rough. Contractors are still working at this point and travelers are cautioned to drive slow. Balance new gravel and still loose on the sides. Cars are warned to drive slow in

DESCHUTES RIVER-HEPPNER JUNCTION
Good gravel or crushed rock road the entire
distance. Standard state highway construction.
HEPPNER JUNCTION THROUGH UMATILLA AND ECHO TO PENDLETON—Good
graveled road entire distance. Standard state
highway construction,

West Side Pacific Highway

PORTLAND NEWBERG—Paved.
NEWBERG DUNDEE — Closed account
new concrete pavement; detour via old re
which is graveled but rough.

pleted and open to traffic.
DAYTON-ST. JOE—Graveled and

Coast Highway

rowing paved.

MILES CROSSING TO SEASIDE—As long

UNDEE-DAYTON-

fair graveled

General Information rding to reports reaching Spokane from Montana the roads are somewhat heavy, a heavy fall of snow. The unexpected weather conditions has caused the suto

reported in excellent condition.

The highways leading into British Columbia and Alberta are well patronized at this period of the year and the roads are all reported open

Pacific Highway

PORTIAND-OREGON CITY—Regular route

Pacific highway via west side, paved and open
Bolton; under construction and closed from
colton to Oregon City. Traffic should take
the Milwankie street or Eighty-second atreet
coutes on the east side out of Portland, both
f which are paved to Oregon City, with no
stours.

oregon CITY-CANBY-Paved. CANBY-AURORA-Pavement under

condition.

AURORA-SALEM—Paved entire distance.

SALEM-ALBANY—On account of new concrete pavement out of Salem, it is necessary for traffic to detour out of Salem via South Twelfth street while pavement is curing. Through traffic should go east on Court or State streets to Twelfth; detour south on Twelfth street and turn to left at top of hill, approximately 1 % miles past end of pavement, following graveled road past the Feeble Minded school and the Girls' Industrial school to the Fringle Creek school house, turning to the right and rejoining the highway at a point just south of Grabenhorst corners, turning to the left and following new concrete pavement to

air condition.

ALBANY-JUNCTION CITY—Either west or ast side routes can be traveled. The east side outs is considered the most desirable for brough traffic, as it is several miles shorter.

East Bide Route

Detour around grading operations between though and Harrisburg, starting at south city maits of Albany to the right, following signs is the east side Albany-Corvallis road through the condition.

Harrisburg by ad throughout.

West Side Route

Good from Albany to Corvallis, south out of Corvallis on Third street across Mary's river detour at south end of bridge, follow along east side of pavement 500 feet to road. Turn left, passing Fisher's mill, then pass to the west of cometery, thence through fields to Kiger Island bridge and gravel bunkers. Turn west at hunkers to the highway and thence south over new concrete paving. Pared to Junction City. The Mary's river to the gravel bunkers are to the gravel bunkers.

flow the signs.

JUNCTION CITY-EUGENE—Paved.

EUGENE-COFTAGE GROVE — Paved to oshen; bighway closed at Goshen, detour east to goshen, following detour and "temporary back to DATTON-ST. JUE-GRETCH and in lair condition.

ST. JOE-McMINNVILLE—Paved.
McMINNVILLE-AMITY — Use old road, which is graveled, but rough.

AMITY-HOLMES GAP—Paved, except short graveled stretch near Holmes Gap.

HOLMES GAP-RICKREALL—Under construction, but open and passable; rough.

RICKREALL-MONMOUTH—Paved.
MONMOUTH-CORVALLIS—Paved, except 7 miles just south of Monmouth, which is closed to traffic. Traffic being detoured via Monmouth and Independence and Suver. Cottage Grove.
COTTAGE GROVE-DIVIDE—Parement be

lours.

DIVIDE-OAKLAND—At a point about two
miles south of Divide, and also at a point approximately one-half mile north of Drain, owing
to construction operations and no detours avail-



BAD DETOUR PROVIDED

leading to blind curve, ruts and heavy dust encountered by Columbia Six

ON—Pavement will be compared to Gearhart by Saturday, GEARIDE—Under construction. Open 6:30 p. m. to 6:30 a. m. and 12 M. to 1 p. m. Waiting light traffic will be passed over the paving operations at 8 a. m., 10 a. m., 3 p. m. and 5 p. m. Truck traffic passed only from 6:30 p. m. to 6:30

M. SEASIDE-TILLAMOOK COUNTY LINE-

Columbia River Highway

ASTORIA-PORTLAND—Paved except about one mile through city of Rainier, which is graveled but quite rough.

PORTLAND-HOOD RIVER—Paved.
HOOD RIVER-MOSIER—5.3 miles paved; balance good macadam; open at all hours.

MOSIER-THE DALLES—Mosier to Mayerdale. 2½ miles, road closed on account of paving operations from 8 a. m. to 5:30 p. m.; Turn right at Mosier and follow the old road toward The Dalles ½ mile: turn sharp left through cherry orchard and over hill one mile to finished pavement ½ mile west of Mayerdale; follow detour signs. Mayerdale to Marsh pit, paved 2 miles.

MARSH PIT TO ROWENA—Four miles fair graveled road. TILLAMOOK COUNTY LINE-TILLAMOOK—
Rocked or graveled to Hobsonville, fair; newly
graveled between Hobsonville and Riverdale and
old road is better going until new gravel is
compacted; under construction and rough, but
passable, between Riverdale and Wilson river;
paved from Wilson river to Tillamook.
TILLAMOOK-BEAVER—Paved to Pleasant
Valley; under construction from Pleasant Valley
to Hemlock, requiring use of old road, which
is graveled and fair; paved from Hemlock to
Beaver. BEAVER-HEBO—Under construction HEBO-CLOVERDALE—Graveled and fair. CLOVERDALE-NESKOWIN — Rough

Alsea Highway CORVALLIS-WALDPORT—Good from Corvallis to Philomath and graveled most of the way to Alsea. Beyond Alsea, better road is around point of Digger mountain instead of the hill road; construction under way east and west of Tidewater; fair to Waldport. Care should be taken between Alsea and Waldport, as this is, in general, a one-way road and unsurfaced. September rains will make the road heavy from Alsea to Waldport.

McKenzie Highway SPRINGFIELD-BLUE RIVER — Goo enstruction but open; good road.

McKENZIE BRIDGE—Under constate open and passable; fair,

McKENZIE PASS—Closed until spreadount of construction work on Dead de. SISTERS-REDMOND—Graveling under way;

McMinnville-Tillamook Highway

way: macadam in good continuous creek to Hebo.

HEBO-TILLAMOOK.—Under construction rough to Beaver; paved from Beaver to H lock; under construction from Hemlock Plaesant valley, requiring use of old road, w is graveled and in fair condition; paved Pleasant valley to Tillamook. Mount Hood Loop PORTLAND-SANDT—Paved to Gresham; take Bluff road, which is graveled and in good condition, from Gresham to Sandy.

"SANDY-SALMON RIVER—Under construction; road not yet closed but through traffic to points east of Salmon river is requested to take the Marmot road, which will avoid bad sections of highway and probable delays at points of construction.

Tualatin Valley Highway PORTLAND-GASTON—Paved entire distance and open for traffic except short detour at Forest Grove city limits, account of bridge under pair. GASTON-WAPATO—Closed; detour ide of Wapato lake.

WAPATO-McMINNVILLE—Paved entire disance except through town of Yambill. Corvallis-Newport Highway

hill.

BLODGETT-NEWPORT—Under construction and closed from 8 to 12 a. m. and from 1 to 5 p. m. for short sections east of Eddyville and west of Chitwood. Earth road, slow; will be Southern Part of Coast Highway COQUILLE-BANDON-Fair earth road, nar-

Devils route fair earth road.

BANDON-PORT ORFORD—Graveled road.

Port ORFORD-GOLD BEACH—First eight miles graded and graveled, standard state highway onstruction.
GOLD BEACH-BROOKINGS—Fair earth oad, narrow and sharp curvature, BROOKINGS-CRESCENT CITY—Graveled The Dalles-California Highway

THE DALLES-MADRAS—Dusty and rough to Dufur; fair from Dufur through Maupin. Bakeoven or Criterion, Antelope to Madras. MADRAS-BEND—New macadam or gravel. BEND-ALLEN'S RANCH (20 MILES) -Cindered road, in fair condition.

ALLEN'S RANCH-SAND CREEK—Rough and dusty.
SAND CREEK-KLAMATH AGENCY—

KLAMAHT FALLS-CALIFORNIA STATE John Day River Highway

ARLINGTON-CONDON—Road vid Olex badly rutted and dusty; a Rock Creek, Mikkalo and Clem. CONDON-FOSSIL—Fair except stween Thirty-Mile and Mayville; by to use old road; new road FRAY-DAYVILLE—Highway still closed or SPRAY-DAYVILLE—Highway still closed on account of bridge construction; to get to Dayville, John Day, Canyon City or Prairie City it is necessary to go via Monument. Long Creek and Mount Vernon, or via Mitchell from Tility's. The latter road is much better and travel is advised to use that routs; new road open about September 15.

DAYVILLE-PRAIRIE CITY—Good condition; lat 20 miles good gravel.

PRAIRIE CITY-HRONSIDE-VALE—Good to Ironside: main road from there to Vale in PRAIRIE CITY-IRONSIDE-VALE—Good to omoide; main road from there to Vale in recondition, but allow through loose gravel, ke north road between Jameson and Brom; construction on other road; macadam from rogan to Vale.

VALE-ONTARIO—Fair, with no detours.
ONTARIO-NYSSA—Rough and dusty.

Willamette Valley-Florence

PAIR TO HORTON (over High Pass road)— Rocked and in fair condition from Horton to Blachly. (Low Pass closed on account of con-Roseburg-Coos Bay Highway
ROSEBURG-COOS BAY HIGHWAY—Closed
on account of construction between Remote and
Bridge, Coos County. Open from Roseburg to
Remote and from Coquille to Bridge for local
raffic. Through travel takes old Coos Bay
ragon road, Mgrtle Point to Roseburg. Also
road via Alleghany, Scottsburg and Drain open
and used. Both rough and slow. Medford-Crater Lake Highway Two routes being used—one via Central Point, Bybee bridge, Trail and McLeod to Prospect the other via Eagle Point, Derby road and McLeod to Prospect. Traffic advised to take the one via Trail.

Ochoco Highway REDMOND-MITCHELL—Graveled to lle; under construction and rough from lle to the forest boundary; rocked to La Grande-Joseph Highway

La Grande-Joseph Highway

La Grande-Enterprise — Paved to sland City; rough and duty between Island City and Elgin; from Elgin to Minam, first ive miles macadam, and fair from this point on; under construction through Wallowa cancon. From head of Wallowa canyon to Losdine under construction, but fair detours, well

narked.
ENTERPRISE—JOSEPH — Detour narked; fair, but beavy with dust.
JOSEPH-WALLOWA LAKE—Fair road, somewhat rough in places. Old Oregon Trail

PENDLETON TO LA GRANDE—First 20 miles macadamized; from this point to Hilgard, rough county road; from Hilgard to La Grande, under construction, very rough; with

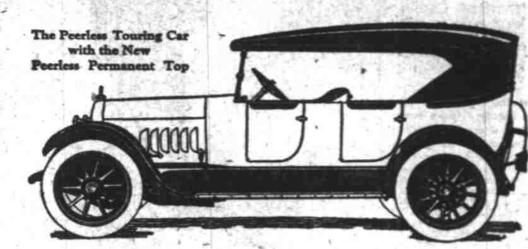
under construction, very rough; watch for danger signs.

LA GRANDE TO BAKER — To Hot Lake, paved and macadamized; Hot Lake to Union, under construction, closed; take foot hill detour; Union to North Powder, being macadamized, road in fair condition; North Powder to Baker, good; one turn-out at bridge under construction at Wolf creek.

BAKER TO ONTARIO — To Nelson, good county road, a little rough in places; Nelson to Huntington, new grade now open to public, greept from Gale's crossing to Weatherby hotel; Lime to overhead crossing to the lime to the li Oregon-Washington Highway e shoulders are soft. .
PENDLETON-HEPPNER — Pendleton-Pilot

Rock, new macadam, in fair condition, PHOT BOCK TO MORROW COUNTY LINEmorrow County under construction.

MORROW COUNTY LINE TO HEPPNER-Air. HEPPNER-IONE — Very rough detour, Lex ington to Jordan,
IONE TO MORGAN—Macadamised,
MORGAN TO COLUMBIA HIGHWAY—
Rough and dusty.



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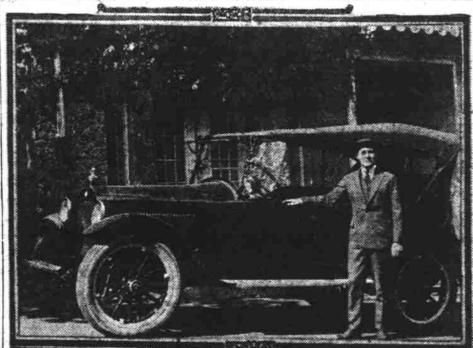


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