

**DALLES-MOSIER**

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of the highway is visible as the road gradually climbs to a point high above the Columbia, west of Rowena. The open river can be plainly seen for miles in each direction, the view obtained from the summit of the grade surpassing in many respects that at Crown Point.

The grade then winds gently downward, across the new arch bridge spanning Mosier Creek and into the little town of Mosier.

The entire distance of the Rowena-Mosier stretch, starting at the marsh pits, is being covered with a fine macadam surfacing, in anticipation of allowing the road to stand over another year before paving. This stretch is under contract for paving, however, and it is possible that it may be paved this year, should the hilly grade become sufficiently settled.

Between The Dalles and Rowena, work is virtually completed in the laying of a smooth surfacing, which permits easy travel by automobile. It is expected the work on this section will be completed by Saturday, thus making a Sunday trip to Hood River over the Columbia highway a pleasing possibility to local automobile enthusiasts.

The A. D. Kern Construction company has contracted for paving the highway between The Dalles and Hood River, and is at the present time constructing a big rock crusher and a paving plant near Mosier, in anticipation of starting paving in the near future. It is planned to pave between Mosier and Hood River and between The Dalles and Rowena this year, work to start within 30 days.

The road will only be closed during working hours, after paving has been started, as the contract calls for the road being open to traffic after working hours and at noon. If the usual schedule of working hours is followed, this clause will mean that travel will be permitted before 8 o'clock in the morning and after 5 o'clock in the evening and during an interval of one hour at noon.

East of The Dalles, the Columbia River highway is passable as far as the Five Mile eddy, although a bit rough in spots. Travel further than this point is absolutely precluded by the rough condition of the road, and, a little further on, an incompleting tunnel.

The old road from The Dalles to the Deschutes river is in good condition, however, having only recently been graded and worked.

Beyond the Deschutes river, the highway is virtually completed to Pendleton, with a macadam surface rivaling any boulevard in the world. A fair road extends from Biggs to Wasco.

Other roads in Wasco county are generally in good condition, especial-

ly the main traveled highways. Although starting to cut up slightly in spots, The Dalles-Dufur road is still in excellent condition. From Dufur to Maupin the road is generally good, although rough in one or two places.

**BUY A TAG DAY**

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clities, is what the auto camp site committee of The Dalles-Wasco County Chamber of Commerce is working for. And it is in line with this plan that the committee is going to stage a tag day Saturday.

The committee realizes that a really beautiful park has trees; trees of all varieties and all foliages. Flowers and shrubbery help a lot, but trees, lots of them, are the main ingredients of any city park, whether it be simply a little green nook in the heart of the city or a big open park and camp site, such as is planned for The Dalles, committee members say.

And trees they are going to have. The trifling sum of 25 cents will buy a young tree, if the trees are bought a thousand in a lot. More than 100 trees have already been set out at advantageous points about the park, and the committee wants to plant more; lots more.

And so Saturday every citizen and citizeness in The Dalles is going to be solicited to buy a tag. The 25 cents paid for the tag will be added to all the other 25 cent pieces received and the grand total spent for assorted quick growing trees.

Boy Scouts, high school students, business men and women and every person with a few spare moments will be drafted Saturday.

Work in improving the auto camp grounds has been quietly going on during the last several weeks, until now quite a creditable showing has been made. All work is under the direction of H. E. Burdette, Portland landscape architect, assisted by Gordon Stewart.

It is planned to divide the city ground allotted for use as a park into sections, each section numbered, in this manner the complete improvement of the park can be done one section at a time, as finances permit, with each section a complete unit in itself.

Shelter houses are now being put up, together with camp ovens, for use by tourists in cooking. A commodious outbuilding will be constructed of stone. Numerous little lakes now standing will be connected with an independent water source, in order that they will not dry up in the summer.

A crew of men was put to work yesterday at the construction of an automobile road to the park. All members of this crew were formerly engaged in work on the Columbia highway, and are experienced in road-building.

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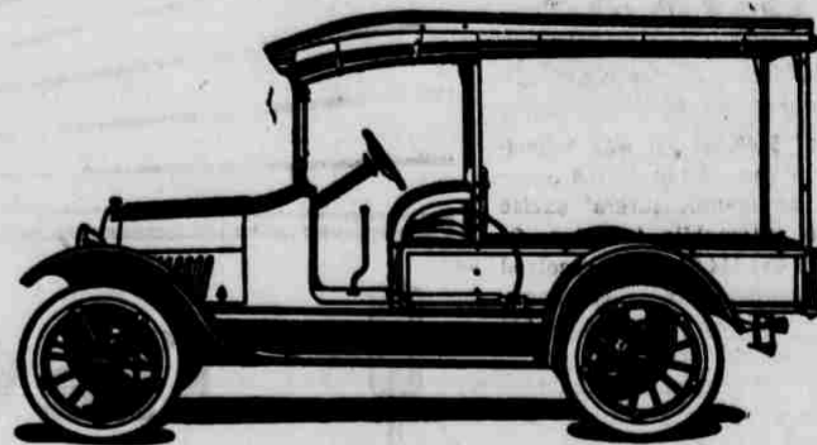
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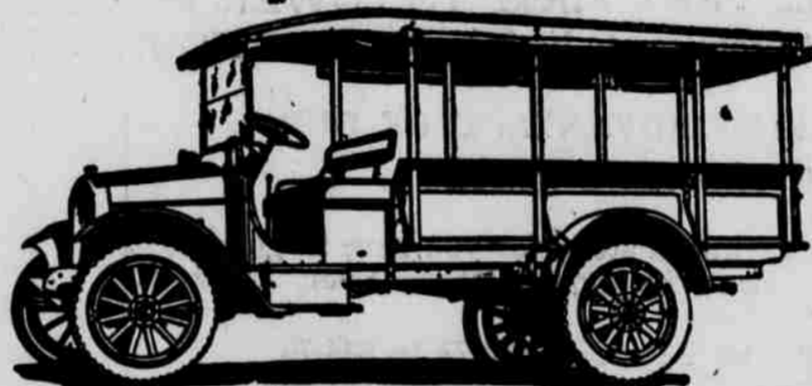
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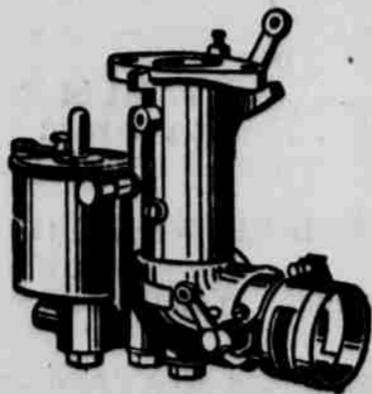
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