

**REPORT ON ROADS**

(Continued from page 5)

Sary that the road be closed excepting between the hours of 5 p. m. and 7:30 a. m.; 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 south from Divide and north from Drain. Excellent macadam from Divide to a point 3.7 miles south of Yoncalla, and from there it is paved to Oakland.

**Sutherlin-Roseburg:** Leaving the Pacific highway at Sutherlin, detour nine miles west across a steel bridge over the Calapooia river; thence south about 10 miles to steel bridge over the North Umpqua; thence south-easterly to the highway at Edgewater, about five miles. It is only about 1 1/2 miles from Edgewater to Roseburg. This is a graveled county road leading through what is known as "Garden Valley." The only caution necessary is that care be used to prevent possible collisions along the route south from the Calapooia bridge, a portion of

which is too narrow for heavy traffic. This detour will be necessary for a period of about two months, during paving operations south of Wilbur.

**Roseburg-Myrtle Creek:** Under construction but open at all hours; some detours where available.

**Myrtle Creek-Canyonville:** New grading under way; fair detours via Riddle.

**Canyonville-Galesville:** Good macadam.

**Galesville-Wolf Creek:** Under construction at both Wolf Creek and Galesville; where detours are not available, traffic is allowed

to pass at least every two hours.

**Wolf Creek-Graves Creek:** All paved.

**Graves Creek-Grants Pass:** Being macadamized; take old road at summit of Smith hill, which is in good condition when dry; from foot of Smith hill to Grants Pass the main highway can be used except when work is actually in progress, when detour is provided.

**Grants Pass-Gold Hill:** Paved; detour may be necessary at the Sardine Creek bridge, which is being rebuilt.

**Gold Hill, through Medford, to Ashland:** Paved entire distance.

**Ashland-California State line:** Paved, except 1 1/2 miles on summit of Siskiyou.

**West Side Pacific Highway.**

**Portland-Newberg:** Paved.

**Newberg-Dundee:** Under construction; take old road to Dundee, thence via detour to point near Dayton.

**Dayton-St. Joe:** Graveled and in fair condition.

**St. Joe-McMinnville:** Paved.

**McMinnville-Amity:** Use old road which is graveled but very rough; highway under construction.

**Amity-Holmes Gap:** Paved except short graveled stretch near Holmes Gap.

**Holmes Gap-Rickreall:** Graveled and in fair condition.

**Rickreall-Monmouth:** Paved.

**Monmouth-Corvallis:** Paved except seven miles just south of Monmouth, which is good.

**Columbia River Highway**

**Astoria-Portland:** paved except one mile through city of Rainier, which is graveled.

**Portland-Hood River:** paved.

**Hood River-Mosier:** paving under way and road closed from 8 a. m. to 12:30 p. m. and from 1 p. m. to 5:30 p. m. (Open on Sundays). During time road is closed, traffic can detour over the old Mosier hill, but it is advised that trips be timed so as to take advantage of the open hours on the highway. Mosier hill is passable, but travel is cautioned to use care in driving and to have plenty of gas.

**Mosier-The Dalles:** new gravel

**Deschutes River - Heppner Junction:** good gravel or crushed rock road all the way, except one-half mile east of John Day river bridge; macadam work under way on this one-half mile; a team is provided free of charge to help cars through sand on this stretch. Entire road will probably be finished by July 15.

**Heppner Junction, through Umatilla and Echo, to Pendleton:** Graveled road in good condition.

**Roosevelt Coast Highway**

**Astoria-Warrenton:** paved or planked entire distance, part single track pavement.

**Warrenton-Columbia beach:** paved.

**Columbia Beach-Gearhart:** detour via Ocean Beach, except from 6:30 p. m. to 6:30 a. m., highway being under construction and closed during the day.

**Gearhart-Seaside:** single track pavement.

**Seaside-Cannon Beach Junction:** graveled and in good condition.

**Cannon Beach Junction-Hamlet Junction:** narrow single track graveled road in fair condition.

**Hamlet Junction-Tillamook county line:** rocked except one one-half miles, which is easily passable except immediately after heavy rains.

**Tillamook county line-Riverdale:** graveled or planked.

**Riverdale-Tillamook:** under construction but passable.

**Tillamook-Hebo:** paved to Pleasant Valley; Pleasant Valley-Hemlock, graveled; Hemlock-Beaver, paved; Beaver-Hebo, rough.

**Hebo-Neskowin:** passable but rough and narrow.

(Southern part of coast highway.)

**North Bend-Marshfield:** fair.

**Marshfield-Bandon:** over Seven Devils road in fair condition; via Coquille, paved to Coquille; under construction from Coquille to Bandon, and open only on Sundays.

**Bandon to California line:** fair, recent rains have caused some muddy places but general condition of road is fairly good.

**Mt. Hood Loop Highway**

**Portland-Gresham:** paved.

**Gresham-Sandy:** take the Bluff road, which is graveled and in good condition.

**Sandy-Forest boundary:** under construction, road not yet closed but through traffic to points east of Salem river is advised to take road via Marmot. This is a better road and avoids the bad sections and possible delays at points of construction.

**Tualatin Highway.**

**Portland-Forest Grove:** Paved.

**Forest Grove-Yamhill:** Under construction; detours in fair condition.

**Yamhill-McMinnville:** Paved.

**McMinnville-Tillamook Highway.**

**McMinnville-Sheridan:** Paved.

**Sheridan-Grand Ronde:** Under construction but passable and rough.

**Grand Ronde-Hebo:** Macadamized.

**Hebo-Beaver:** Under construction and rough.

**Beaver-Hemlock:** Paved.

**Hemlock-Pleasant Valley:** Under construction and closed; old road being traveled.

**Pleasant Valley-Tillamook:** All paved.

**Corvallis-Newport Highway**

**Corvallis, through Philomath, to Wren:** Good.

**Wren-Blodgett:** Traffic being routed over Gellatly hill.

**Blodgett-Newport:** Under construction but open at all hours and in fair condition.

**Willamette Valley-Florence Highway.**

From junction of Willamette Valley-Florence highway with Pacific highway to Horton, over the High Pass road; Fair.

**Horton-Blachly:** Rocked and in fair condition. (Low Pass road closed, due to construction work.)

**Roseburg-Coos Bay Highway**

**Coos Bay wagon road** open and being used by auto stages; rough and slow. Also open via Drain and Alleghany; not much choice between the two routes, as both are very rough and slow traveling.

**Medford-Crater Lake Highway.**

Due to excessive dust.

**Dodge bridge to the ferry, the route from Medford to Eagle Point, thence via the Reese Creek school house to McLeod bridge, is to be preferred; new grade used from Prospect to the lake, and cars are now traveling the entire distance to the lake. The hotel is now open.**

**The Dalles-California Highway**

**The Dalles-Madras:** Fair via Dufur, Maupin, Bakeoven or Critterion and Antelope to Madras.

**Madras-Crooked River:** New crushed rock road.

**Crooked River-Bend:** Newly graveled and in good condition.

**Bend-Allen's Ranch (29 miles):** Cindered road in fair condition.

**Allen's Ranch-Crescent, through LaPine:** Fair.

**Crescent-Klamath Falls:** Either west of east side of Klamath Lake can be traveled. The west side road, over Sand creek hills is in good shape and is to be preferred to the East side route, which, if traveled, leads through Lamm's mill, from which point it is necessary to take ferry to Barclay Springs; new macadam from Barclay Springs to Alzoma. Old Fort Klamath road from Alzoma to Klamath Falls must be traveled.

**Klamath Falls-California State line:** Good all the way, some macadam.

**John Day Highway**

**Arlington-Condon:** Fair.

**Condon-Fossil:** Fair, except 6 miles between 30-Mile Creek and Mayville; still necessary to use old road as highway is under construction and rough.

**Fossil:** Being macadamized from Fossil to Butte Creek but road open and fair; Butte Creek to mouth of Sarvice Creek, unimproved and quite rough, very slow; new road from Sarvice

Creek to Spray in fair condition. (To get to Dayville, John Day, Canyon City or Prairie City, it is necessary to go via Spray, Mountment, Long Creek and Mt. Vernon or by way of Mitchell and Dayville from Tully's Ranch or Sarvice Creek. The latter road is much better.)

**Spray-Dayville:** See note above.

**Dayville-Prairie City:** Good, last 20 miles being good graveled road.

**Prairie City-Tronside:** Only fair.

**Tronside-Vale:** Rough in spots but general condition fair; detour through apple orchards between Jamieson and Lancaster to avoid loose gravel, Macadam, Brogan to Vale.

**Old Oregon Trail**

**Pendleton-Kamela:** Good, with a few detours around construction. Deadman's Pass rough.

**Kamela-La Grande:** Kamela-Higard-Follow old county road as mountain road is very rough, but passable; Higard-La Grande take old road in fair condition; numerous short detours on account of construction, between Higard and La Grande.

**La Grande-Telocaset:** Good to Hot Lake; detour along foothill road past Sanatorium from Hot Lake to Union, or turn off across valley road at point 2.1 miles past the Sanatorium; fair from Union to Telocaset. (Valley road from Hot Lake to Union very rough and soft.)

**Telocaset-Baker:** Good entire distance.

**Baker-Huntington:** Detour from Nelson School House to Weatherby; road good with only one or two steep hills.

**Huntington-Ontario:** Take ferry at Olds, via Weiser and Payette, Ida., keeping on Idaho side from Weiser to Ontario; rough from Huntington to Olds and balance of road, on Idaho side, in good condition.

**Central Oregon Highway**

**Bend-Burns:** Fair; take new road out of Bend for about 16 miles.

**Burns-Vale:** Better through Crane than through Drewsey; macadam from Burn-Lawen, balance rough.

**Vale-Ontario and Nyssa:** Rough and deep ruts on account of recent rains.

**Washington State Line - Pendleton:** paved almost entire distance; detour 500 feet around bridge at Blue Mountain station; repair work under way seven miles from Pendleton and also 24 to 28 miles from Pendleton, traf-

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