

AUTOMOBILES—TRUCKS—TRACTORS

Motorcycles — Bicycles — Accessories

REPORT ON OREGON ROADS

Pacific Highway
Portland-Oregon City—Regular route of Pacific highway, via West Side, paved and open to Bolton; under construction and closed from Bolton to Oregon City. Traffic should take the Milwaukee street or Eighty-second street routes on the east side out of Portland, both of which are paved to Oregon City with no detours.

Oregon City-Canby—Paved.

Canby-Barlow—Pavement under construction and highway closed; necessary to detour over the old road, which is gravelled and in fair condition.

Barlow-Aurora—New concrete pavement complete and open to traffic.

Aurora-Salem—Paved entire distance.

Salem-Albany—Paved.

Albany-Junction City—Either west or east side routes can be traveled. The east side route is considered the most desirable for through traffic as it is several miles shorter.

East side route—Detour around grading operations between Albany and Harrisburg, starting at south city limits of Albany, to the right, following signs via the east side Albany-Corvallis road through Peoria to Harrisburg; cross the Willamette river here to Junction City. Detour very rough.

Junction City-Eugene—Paved.

Eugene-Cottage Grove—Paved to Goshen; highway closed to Goshen, detour east at Goshen, following detour and "temporary road" signs through Cloverdale, coming back to the west side of the river about one mile south of Creswell, continue due west to new concrete pavement, turn south and follow pavement to Cottage Grove.

Cottage Grove Divide—Pavement begins one mile south of Cottage Grove, no detours.

Divide-Oakland—New pavement completed and open to travel. Divide to 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; gravelled from Wilbur to Roseburg with no detours.

Roseburg-Myrtle Creek—Paved.

Myrtle Creek-Canyonville—The bridge across the Umpqua is completed so that traffic can now use the main highway. Macadam is completed from Myrtle Creek to the Umpqua river a distance of six miles and the remaining three miles to Canyonville is being macadamized; the road over this stretch is fair.

Canyonville-Galesville—Good macadam.

Galesville-Wolf Creek—Paving is in progress from both ends, nine miles already being completed. About seven miles south of Galesville between the hours of 7:30 a. m. and 5:30 p. m.

at Harrisburg by a power ferry. Fair gravelled road throughout.

West side route—Albany to Corvallis, good gravelled road. At Corvallis, cross the Willamette river and follow the south side Corvallis-Albany road for a distance of one and one-tenth miles, turning thence south and following road through Peoria and Harrisburg to Junction City. If desired, travel may cross Willamette river by ferry at Peoria, traveling thence west to main west side highway, thence south on pavement through Monroe to Junction City. Detour south from Corvallis passable in dry weather only. Cross Mary's river bridge, using a short section of new concrete pavement. Turn left to Fisher's mill, pass cemetery and through fields to contractor's gravel plant. Thence west to pavement. Paved from here to Junction City. Detour very rough.

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south bound traffic is detoured over the old road via Goldendale and over the tunnel road to Wolf Creek. This detour is in good condition to Glendale. The tunnel road detour is narrow and steep but will be used for one way traffic only. All north bound traffic will use the main highway at all hours. Short delays may be necessary between Stage Road Pass and Cow Creek where construction is in progress.

Wolf Creek-Grave Creek—Paved.

Grave Creek-Pleasant Valley—Good macadam.

Pleasant Valley-Grants Pass—Paving operations have started about two miles north of Grants Pass. Short detours are provided around most of this work. Where detours are not available, traffic is allowed to pass through with but short delays.

Grants Pass through Medford-Ashland-California line—Paved.

Columbia River Highway

Astoria-Portland—Paved except about one mile through city of Rainier, which is gravelled but quite rough.

Portland-Hood River—Paved.

Hood River-Mosier—Paving operations under way just west of Mosier. Road closed from 8 a. m. to 12 noon. Open 12 to 12:30 p. m. Closed 12:30 p. m. to 5:30 p. m. Travel can detour by way of old Mosier hill, though it is advisable to time a trip to take advantage of open hours on the highway. Mosier hill is passable, but travel is cautioned to use care in driving, and have plenty of gas.

Mosier-Marsh Pit—Paved.

Marsh Pit-Roseburg—Fair gravelled road.

Roseburg-Gooseberry Springs—Paving operations under way. Traffic can pass when short detours are available. Signs will be posted in Mosier and The Dalles when detours are closed. Road closed 7 a. m. to 12:30 noon. Open 12:30 to 1 p. m. for east bound travel. (West bound travel will have to detour over Seven Mile hill before the noon hour in order to make connections at Mosier.) Closed 1 p. m. to 6 p. m. Travel can go over detour over Seven Mile hill at any hour. Road in fair condition.

Gooseberry Springs-The Dalles—Paved.

The Dalles-Seufert—Paved.

Seufert-Deschutes river—New highway open. Road for about 300 yards past Cape Horn only 12 feet wide. Contractors still working at this point, and travelers are cautioned to drive slow. Balance of road new gravel, and still loose on the sides. Cars are warned to drive slow and keep on gravel in passing.

Deschutes River-Heppner Junction—Good gravel road or crushed rock road the entire distance.

Heppner Junction-Pendleton through Umatilla, Hermiston and Echo—Standard state highway construction, gravel macadam.

West Side Pacific Highway

Portland-West Dayton—Paved.

West Dayton-St. Joe—Gravelled and in fair condition. County road from West Dayton to McMinnville via Dayton and Three Mile lane paved and open to traffic.

St. Joe-McMinnville—Paved.

McMinnville-Amity—Use old road which is gravelled but rough.

Amity-Holmes Gap—Paved except short gravelled stretch near Holmes Gap.

Holmes Gap-Rickreall—Under construction; impassable in wet weather; rough.

Rickreall-Monmouth—Paved.

Monmouth-Corvallis—Paved except seven miles just south of Monmouth, which is closed to through traffic. Traffic being detoured via Monmouth and Independence and Suver.

Corvallis-Junction City—Cross the Willamette river and follow the south side Corvallis-Albany road for a distance of one and one-tenth miles, turning thence south and following the road through Peoria and Harrisburg to Junction City. If desired, travel may cross the Willamette river by ferry at Peoria, traveling thence west to the main west side highway, thence south on pavement through Monroe to Junction City.

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Pleasant valley-Tillamook—Paved.

Mt. Hood Loop

Portland-Sandy—Paved to Gresham; take bluff road, which is gravelled and in good condition from Gresham to Sandy.

Sandy-Brightwood—Under construction; practically impassable after rains. Through traffic to points east of Salmon river have option of road via Marmot which is passable but very rough.

Brightwood to Government Camp—Dirt road but soil is sandy and road is passable and fair going.

Tualatin Valley Highway

Portland-Gaston—Paved entire distance and open for traffic.

Gaston-McMinnville—Paved entire distance, short detour south of Gaston.

Corvallis-Newport Highway

Corvallis-Blodgett—Good gravelled road via Philomath.

Blodgett-Toledo—Road impassable in spots since rains.

Toledo-Newport—Passable with prospects of being rockled before next rains.

Willamette Valley-Florence

(Continued on page 6)

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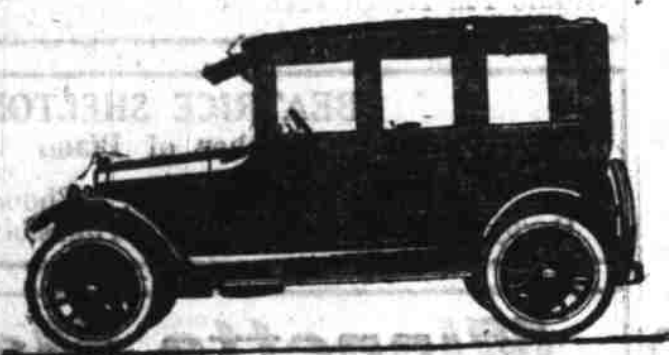
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