

OREGON STATE HIGHWAY COM.

Weekly Report on Condition of Oregon State Highways

Pacific Highway
Portland-Oregon City-Salem-Albany-Harrisburg-Junction City-Eugene-Cottage Grove-Roseburg-Grants Pass-Medford-California State Line: Paved entire distance except between Harrisburg and Junction City which is good macadam. Free county ferry across Willamette River at Harrisburg.

Albany-Corvallis Highway
Albany-Corvallis: Take west side route crossing Willamette river at Albany. New concrete pavement opened October 17.

West Side Highway
Portland-Newberg-McMinnville-

Amity-Rickreall-Monmouth - Corvallis-Junction City-Eugene: Paved entire distance.
Old Oregon Trail-West of the Dalles-Columbia River Highway Section

The Dalles-Hood River-Portland-Rainier-Astoria-Seaside: Paved: entire distance.
Roosevelt Coast Highway-Clatsop And Tillamook Counties
Astoria-Seaside: Paved.
Seaside-Cannon Beach Junction: Under construction. Rough but passable.
Cannon Beach Junction-Miami: Graveled road.
Miami-Tillamook-Hebo: Part paved; balance macadam.
Hebo-Devils Lake: Macadam.
Neskowin-Devils Lake: Macadam.
Roosevelt Coast Highway-Cosco-Hausler-North Bend: Macadam.
North Bend-Marshfield: Paved.
Coquille-Bandon-Port Orford-Arizona Inn: Macadam.
Arizona Inn-Gold Beach-Brookings: Mountain road in fair condition.
Brookings-California State Line-Crescent City: Graveled road.
Cosco Bay-Roseburg Highway Pacific Highway-Camas Valley-Myrtle Point-Coquille: Macadamized.

Willamette Valley-Florence Highway
Junction City-Cheshire-Goldson-Blachly: Macadam.
Blachly-Rainrock: Under construction. Macadam.
Corvallis-Newport Highway Corvallis-Philomath-Wren-Eddyville-Toledo-Newport: Macadamized entire distance. Fair condition to Wren; balance good condition.

McMinnville-Tillamook Highway
McMinnville-Sheridan: Paved.
Sheridan-William-Grand Ronde-Hebo-Tillamook: Part paved; balance good macadam.

Tualatin Valley Highway
Portland-Hillsboro-Forest Grove-Carlton-McMinnville: Paved.
Mt. Hood Loop Highway in Hood River County
Macadam road in good condition from city of Hood River to a point 33 miles south. This entire section is open to traffic. Closed beyond Horse Thief Meadows on account of construction.
Mt. Hood Loop Highway in Clackamas County
Portland-Government Camp (via Powell Valley Road): Paved to Gresham. Balance good macadam. Closed beyond Government Camp on account of construction.
The Dalles-California Highway
The Dalles-Dufur: Part paved; balance good macadam.
Dufur-Kingsley: Under construction. Take old road to Kingsley.
Kingsley-(Top Tygh Grade)-White River: Good macadam.
White River-Cow Canyon: Construction under way; rough in places.
Cow Canyon-Gateway-Madras-Richmond-Bend: Good macadam except 6 miles dirt road at Trail Crossing of Crooked River.
Bend-Lapine: 17 miles cinder surfaced; balance fair earth road.
Lapine-6 miles north of Sand Creek: Unimproved dirt road.
6 miles north of Sand Creek-Fort Klamath-Klamath Falls-Merrill-California State Line: Macadamized and in good condition.

Oregon-Washington Highway
Pendleton-Washington State Line: Paved.
Pendleton-Pilot Rock-Vinson-Heppner-Heppner Junction: Macadamized except between Vinson and Lena which is unimproved.
Ashland-Klamath Falls Highway
Junction Pacific Highway-Klamath Falls: Macadamized and in good condition.
Klamath Falls-Lakeview Highway
Klamath Falls-Olene: Macadamized.
Olene-Bonanza: Turn right over bridge at Olene and follow surfaced county road.
Bonanza-Drews Valley: Mountain road in fair condition.
Drews Valley-Lakeview: Earth road in fair condition.
Bend-Lakeview Highway
Bend-Silver Lake: Best road via Horde Ridge and Fort Rock Cut-off. Road open to automobiles only. Truck must go by way of Lapine and Fort Rock.
Silver Lake-Paisley: Dirt road in fair condition. Grading operations under way along Summer Lake.
Central Oregon Highway
Bend-Burns: First 12 miles macadam. Balance fair dirt road open to travel.
Burns-Crane: Macadamized.
Burns-Vale (via Crane and Skull Springs or via Westfall and Drewsley): Both roads open to traffic but are unimproved and very rough.
Burns-Canyon City: County road now open.
Sherman Highway
Biggs-Wasco-Moro-Grass Valley Kent-Shaniko-Madras - Redmond-Bend: Good macadam except 6 miles dirt road at Trail Crossing of Crooked River which is passable.
John Day Highway
Arlington-Base Line Good macadam.
Base Line-Gwendolen: Under construction. Detour at Shutter Station via Rock Creek, Mikalo and Clem.
Gwendolen-Condor-Fossil-Spray-Dayville-Mt. Vernon-John Day-Prarie City-Summit: Macadamized and in good condition.
Summit-Austin-Unity: Mountain road in fair condition.
Unity-Inside-Cow Valley: Fair county earth road.
Cow Valley-Brogan-Jameson-Vale-Ontario: Macadam.
Chehalem Highway
Redmond-Prineville-Mitchell: Macadamized and in good condition.
Mitchell-Antone-Dayville: Dirt road. Impassable after rains.
Medford-Crater Lake Highway
Medford-6 miles east of Union Creek: 60 miles macadam.
6 miles east of Union Creek-Anna Springs-Crater Lake Lodge: Dirt road. Crater Lake Lodge closed for the season. Some snow on summit.
Klamath-Crater Lake Highway
Klamath Falls-Lamm's Mill-Fort Klamath-Park Boundary: Macadamized and in fair condition.
Park Boundary-Anna Springs-Crater Lake Lodge: dirt road in fair condition.
La Grande-Wallowa Lake Highway
Road to Wallowa Lake
La Grande-Island City: Paved.
Island City-Elgin-Missam-Wallowa-Loistine - Enterprise-Joseph-Wallowa Lake: Macadamized and in good condition.
Baker-Cornucopia Highway
Baker-Halfway: 19 miles macadam; 21 miles graded roadbed. Balance fair county road.
Redwood Highway
Grants Pass-Kerby-Waldo: Fair gravel road.
Waldo-Crescent City: Fair mountain road. Rough but passable over Oregon Mountain.
McKenzie Highway
Eugene-Belknap Springs: Macadamized and in good condition.
Belknap Springs-McKenzie Pass-Sisters-Cline Falls-Redmond: Macadamized and in good condition except for a 12 mile section at summit. May be closed by snow

WALTER P. CHRYSLER'S TRAFFIC TALKS

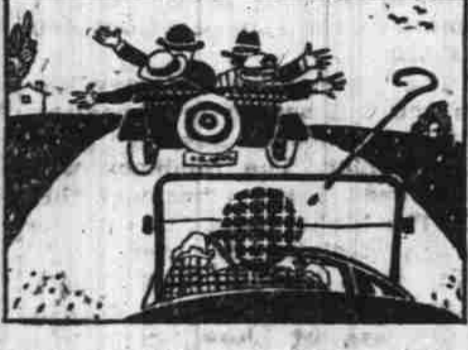
REBUILDING THE CITY
Detroit is a good example of a city where there are more motor cars than listed telephones, where traffic is a real problem but where the city has settled down to find practical ways of improving traffic conditions. Streets are being widened by making sidewalks narrower and by removing parking areas between the sidewalks and the street.
The motor car is simply a means of transportation and the modern city must be rebuilt and replanned to meet the changed order. The city which sits back and complains about traffic conditions but does nothing about it simply isn't progressive. Most American cities are very progressive. Proof of this is shown by the fact that most cities have attacked their traffic problems intelligently.

SOME GOOD ADVICE
In driving a motor car don't coast on a wet or slippery downgrade with your clutch out and rely on foot brakes to govern the speed.
In crossing bridges take extra care. Don't cross a railroad track until you are absolutely safe.
If you have a horn that emits a faint squeak get it fixed or buy a new one. If you have a loud one be reasonable in its use. Horns are for protection, not to frighten people.
Give heed to signs. Read them as you motor along and then observe them. It pays.
Respect "dummy" policeman. Know the law in your community and state and observe it.

GOOD LIGHTING IMPORTANT
Many a city has learned that good street lighting is a practical method of preventing motor car accidents. Poor illumination has been the cause of many automobile accidents.

Loose gravel that may be found in many spots of nearly every highway, is a source of danger to motorists. Where a heavy car or truck may roll forward on a straight line in light or medium stretches of gravel, the lighter weight car which is not built to hug the road, is almost certain to skid.

The Minnesota legislature is debating the advisability of making a law which requires all vehicles to carry lights after dark. At present horse-drawn vehicles are exempt from such a law.



Let the driver use his hands for signals.
When everyone in the car does it it looks like a traveling men's convention.
Know the signals in your city or state and follow them carefully.

FLAX INDUSTRY IS DISCUSSED

Interesting Meeting at Dallas Addressed By B. C. Miles and Others

Picturing the fiber flax industry in Oregon as one capable of development to a point where it may equal the lumber industry of the state and expressing confidence in the industry to the extent that he was willing to invest \$50,000 were the features of an address made by B. C. Miles of Salem, at a flax meeting held in the county court house here last Thursday afternoon, says the Polk County Observer.

The purpose of the meeting as outlined by E. R. Morris, of the Portland Chamber of Commerce, who presided, was to inform farmers and citizens in general of the possibilities of developing the flax fiber industry as a new industry for Oregon. The meeting was not for the purpose of encouraging farmers to plant acres of flax just now but to cooperate in determining the soil types on which fiber flax can be successfully and properly grown, Mr. Morris indicated.

After spending more than three months in Europe studying the linen industry and comparing conditions in Oregon with conditions there, Mr. Miles concluded that flax growing and linen spinning in Oregon offered sufficient merit to give it a thorough trial. He found that Oregon flax fiber was considered excellent when examined by seven expert spinners in Ireland and Belgium. He found that Oregon climatic conditions were as good if not better than those prevailing at Belfast, Ireland, the center of the linen industry of the world. Labor, according to Mr. Miles is the most difficult problem to overcome, but this, too, he believes can be successfully handled.

Under the proposed plan as outlined by Mr. Miles he would expect to erect the smallest possible spinning mill which would cost about \$150,000 and which would spin only seining twine for which there is a million dollar annual market in the Pacific Northwest. This twine is used by fishermen.

In the way of this development however, Mr. Miles pointed out, may be the Oregon state government. The state now has control of all the flax fiber available and I have asked Governor Pierce to give me an option on this flax at market price in order that we may use this fiber in our spinning plant," Mr. Miles said.

As to the success of fiber flax as a profitable crop for Oregon farmers, Prof. G. R. Hyslop, representing the extension service of the Oregon Agricultural college spoke. Prof. Hyslop, pointed out, that it was his belief that fiber flax if planted on good, well

drained soil, which is free from weeds and if cared for in the right manner will prove a profitable crop. All soils will not produce good fiber flax Prof. Hyslop said, and it is to determine the soil types to which the crop is adapted and the best cultural practice that the extension service will arrange from 10 to 15 small demonstration plots in Polk county. By proceeding in this way no loss will be incurred by farmers and the extent of fiber flax production will be determined by its profitability on the various soil types, it was pointed out.

Is flax hard on the soil? It is almost the universal question asked by ranchers. Experiments at Corvallis show that if grown in a rotation flax is no harder on the soil than any other crop and dollar for dollar flax takes slightly less plant food from the soil than does wheat.

Pete Thomason, veteran flax grower of Turner, discussed his experience as a flax grower and said that he liked the crop better than any he had grown and found it more profitable. Robert Crawford, superintendent of the state flax plant, also explained the process of extracting the flax fiber from the straw.

While the meeting was not largely attended keen interest was shown and a number of local flax growers were present. These growers indicated that they liked the crop but had so far not found it very profitable.

He who keeps too many irons in the fire gets burned.

A NEW SILVERTON BOOK

A folder just received at The Statesman office contains the announcement of the publication of "A History of the Silverton Country," by Robert Horace Downs, M. A., head of the department of history in Franklin high school, Portland, Oregon. We were attracted to this by the limited territory taken in and yet the contents indicate that the book will be intensely interesting.

If Oregon could preserve its history in this way, it would mean incalculable benefit to posterity. As a matter of fact there is enough that happens in every neighborhood to write a history, but we think because it happens in our neighborhood that it is trivial. The world loves to read history and intimate personal history is the best that can be found.

This narrative is the result of more than nine years' research by the author, who is a grandson and great-grandson of Silverton

pioneers of 1845 and 1849 respectively. The Silverton country has been made to include the Waldo Hills and some portions of Howells' Prairie, and the region extending northward and eastward to Butte Creek, including the present cities of Silverton, Mount Angel, Scotts Mills and Monitor, a country of which Silverton, in pioneer times, was the center.

The scope and unity of the work may be disclosed by a glance at the chapter titles which are as follows:

- CHAPTER I The Silverton Country in 1842—A Description of the Country Before the Coming of the White Man—Geography and Native Races.
- CHAPTER II Daniel Waldo—The First Settler—A Unique Figure—His Influence.
- CHAPTER III Reuben Lewis and Allen Jones Davis—Ancestry—A Tradition Exploded.
- CHAPTER IV Settlement of the Silverton Country From 1844-1848—The Story of Settlement Year by Year, With Some Incidents of the Long Journey Across the Plains—Biographical Notes on the Families Securing Donation Claims.
- CHAPTER V The Battle of the Abiqua—1848—A New Version of a Much Controverted Event, Written From Hitherto Unused Source Materials.
- CHAPTER VI Settlement of the Silverton Country From 1849-1852—The Story of Settlement Year by Year, With Some Incidents of the Long Journey Across the Plains—Biographical Notes on the Families Securing Donation Claims.
- CHAPTER VII Gold, 1849 and After—An Account of the Great Stampede to California—The Silverton Argonauts.
- CHAPTER VIII The Donation Land Laws—How the Settlers Acquired Title to Land—Extinguishment of the Indian Title.
- CHAPTER IX The Allen Church—1850.
- CHAPTER X The Bethany Christian Church—1851.
- CHAPTER XI Antebellum Politics—Know Nothings—Formation of the Republican Party.
- CHAPTER XII The Civil War—Knights of the Golden Circle—Union League.
- CHAPTER XIII Pioneer Life in the Silverton Country.
- CHAPTER XIV Military Affairs—The Indian and National Wars.
- CHAPTER XV Education—Early Schools.
- CHAPTER XVI Education—Higher Education—Growth of Secondary Schools.
- CHAPTER XVII Economic Development.
- CHAPTER XVIII Social Progress—Churches—Newspapers—Rural Life—Fraternal.
- "A History of the Silverton Country" will be off the press early in the new year, and as only a limited number will be printed, it is advisable that you send in your order early.

There are descendants of the pioneers and others unknown to the author who will be desirous of obtaining this history. Render them a service by sending in their names and addresses. They will appreciate it.

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