

In The Headlights' Glow

Of interest to the motorist is the news that a number of road projects are planned for this year in the Umatilla National Forest. The forest officers much for the hunter and fisherman and the new roads will be a welcome addition. The amount to be spent for each project varies from \$1,200 to \$3,000.

Chauncey Bishop, of the Pendleton Woolen Mills, is driving a new Packard Four. The machine is a late model and has many new features.

Alber Fee, Jr. has purchased a new Franklin sedan. The machine is handsomely upholstered and shows the new Franklin hood.

The Ellis-Schiller Co. finds business so good that the company is now short of cars and is awaiting the arrival of several touring cars, roadsters, trucks, business cars, etc. Yesterday the company sold to Warren Keller, of Pilot Rock, a Dodge touring car, and to the Pacific Power & Light Co. a Dodge screened business car, specially equipped with over-size cord tires and steel wheels.

As yet, no one has attempted the trip by motor from Pendleton to Hingham Springs this year. The road, say reports, has suffered because of the weather and in some places is badly washed. Last year the first car to make the trip was that of Dr. and Mrs. P. W. Vincent. Trips to Hingham generally begin in April, but the

road to Lehman and Midway does not open until some time after that.

James A. Fee purchased a Franklin sedan last week.

Bill McCormack says that he made the round-trip from Pendleton to Long Beach, Calif. in his Franklin sedan, with only 25 cents repair bill, in addition to regular running expense.

W. M. Copeland, road demonstrator for the Willis-Kalkbrenner company of Portland, arrived in Pendleton Wednesday with a new car which he delivered to Dr. S. L. Kennard, distributor here.

One of the chief difficulties that faces Wallace Bros., Studebaker agents, is to secure enough cars to satisfy the demands that are being made for the popular cars. They unloaded a carload of machines Tuesday and have two more en route.

The Simpson Auto Co. is telling the world about Ford cars with a new sign which has recently been painted on the side of the building recently occupied by Jerard and Temple, which was lately leased by the auto concern. The sign is being illuminated. The sign is on the Johnson street side of the building.

Tom Keating keeps on the pay roll with Sturgis & Storie, and he is some booster for the Lady lighting system

for farm users. During the first four days of the week he sold three plants. Roy Penland of Helix got one, and Jim Kramer and Victor Roumaroux, both prominent farmers of the Pilot Rock district, got the other two. The price of the plant was cut during the winter and sales have been stimulated as a result.

OREGON ROADS

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Vale-Ontario—Very muddy; use chains.

Ontario-Cairo—Very muddy; use chains.

Cairo-Nyssa—Macadamized; open.

Sherman Highway
Columbia River Highway-Shaniko (via Palton Canyon)—Good condition
Columbia River Highway to Wasco. Follow detour signs to avoid new construction between Wasco and Moro. Some cars are getting through.

Shaniko-Madras—Passable only with difficulty. Thawing with frost going out.

McKenzie Highway
McKenzie Pass—Closed until spring.

Sisters-Redmond—Gravel road; open.

John Day River Highway
Arlington-Condor—Passable; good condition.

Condor-Fossil; Macadamized and in good condition.

Fossil-Butte Creek Summit—Gravelled and in good condition.

Summit-Tiller's (north of Fossil creek)—Dirt road, in fair condition during freezing weather. Thawing; difficult to travel.

Tiller's-Spray—New road, fair condition.

Spray-Dayville—Fair condition.

Dayville-Cole's Bridge—In fair condition.

Cole's Bridge-Prairie City—Gravelled road in good condition.

Prairie City-Baker—Closed; snow.

Vale-Jamison—Macadamized.

Jamison-Brogan—Fair.

Chesno Highway
Redmond-Prineville—Gravelled road—good condition.

Prineville-Mitchell—Snow on summit; difficult going.

Baker-Cornucopia Highway
Baker-Halfway—Open; snow on Sparta summit.

La Grande-Enterprise Highway
La Grande-Island City—Paved.

Island City-Elgin—County road; snow and mud; practically impassable.

Minaam-Joseph—Macadamized with exception of eight mile stretch between Lostine and Enterprise. This strip is very rough, use chains; take river road.

Crater Lake Highway
Medford-Prospect—Open.

Shaniko-Mitchell Highway
Closed to auto traffic on account of mud and snow.

\$1,875,648 ALLOWED

(Continued from page 7.)

tracts of valuable timber. In the past, construction of many urgently needed forest roads in Oregon, Washington and Alaska has been deferred for lack of sufficient funds. Much of this work can go forward. The Forest Service estimates that eventually over \$100,000,000 will be required to supply a thoroughly adequate system of transportation for the 156,000,000 acres within the National Forests.

The distribution by States of the "National Forest Development" and "National Forest Highway Funds" is as follows:

Alabama	10,672
Alaska	1,202,493
Arizona	878,911
Arkansas	142,932
California	2,164,693
Colorado	1,053,413
Florida	33,845
Georgia	33,702
Idaho	2,186,530
Maine	7,514
Michigan	9,353
Minnesota	126,559
Montana	1,453,591
Nebraska	22,224
Nevada	74,840
New Hampshire	59,579
New Mexico	677,910
North Carolina	74,840
Oklahoma	14,409
Oregon	1,875,644
Porto Rico	6,798
South Carolina	10,276
South Dakota	141,692
Tennessee	44,139
Utah	536,031
Virginia	73,652
Washington	1,311,022
West Virginia	20,653
Wyoming	746,101
Total	\$15,000,000

It's March



March. Wind, Milwaukee. Along the lake front, That's all.

GRANT HIGHWAY

(Continued from Page 7.)

road in the northern part of Illinois, it was successful in getting all of the road on the state bond issue system of trunk line highways, voted by the people of this state in November, 1914, and now under construction. The paving contracts on the Grant Highway have been let all the way from Chicago to Stockton, a distance of nearly 150 miles, and the state highway department plans to have the concrete paving completed all the way from Lake Michigan to the Mississippi river by the fall of 1922.

During the war there was a movement along the Hawkeye Highway, extending across Iowa from Dubuque to Sioux City in nearly a straight line, by way of Waterloo, Fort Dodge and Cherokee, and twenty or thirty other towns, to have the Grant Highway absorb that route of travel. Soon after the Armistice was signed this consolidation of the two organizations was effected, and in 1919 the Grant Highway was extended across northern Nebraska by way of Laurel, Randolph, Plainview, O'Neill, Valentine, Gordon, Chadron, Crawford and Harrison and the length of the great valley of Wyoming by way of Lusk, Douglas, Casper, Shoshoni, Riverton and Lander and then up the Wind River road by way of Dubois over the continental divide and into the Jackson Hole country under the shadow of the Teton mountains, just south of the Yellowstone Park.

In the year 1922 a further extension is being carried out through Teton pass into Idaho and across that state by way of St. Anthony, Idaho Falls, Blackfoot, Pocatello, American Falls, Twin Falls, Mountain Home, Boise, and Caldwell to Ontario, Oregon, crossing the Snake river by a good bridge at the last named place into Oregon.

The national government is improving the road through the Teton Pass, just as it has improved the road for a couple of hundred miles in Western Wyoming, because this part of the route of travel lies in forest reserves and comes under federal jurisdiction so far as highway construction and maintenance are concerned.

In Idaho, from the Wyoming State line to a point north of St. Anthony, the Owyhee highway is followed and from that point to the Oregon line, what is known in that part of the country as the Idaho-Pacific highway. The latter traverses the famous valley of the Snake river where water power and irrigation have developed what is perhaps the most prosperous and substantial community in the Rocky Mountain district, and where thousands of people from the east are each year finding the land of their dreams. The road across this state is being improved in a thoroughgoing way under the plans of the state highway department at Boise. It is a good road now, between a number of large towns where accommodations and conveniences are as good as anywhere in the East or on the Pacific coast.

But it is in Oregon that the surprise of a lifetime awaits the tourist on the Grant Highway route of travel, if he is not well acquainted with his America. After the reader has crossed the Snake river by the bridge just east of Ontario and is at last in Oregon, let him read the following extracts from a letter received from the Oregon State Highway Department.

"Happily the proper route for the Grant Highway coincides with what we consider to be our second most important cross-state route, the most important from our standpoint being the north and south highway which we call the Pacific Highway. The fact that the proper route is of major importance as a state highway, has made it possible for us to expend approximately fifteen million dollars in its improvement, and makes it a link in the Grant Highway which, we believe, is second to none between Chicago and the coast."

"The total length of the route from the Idaho state line to the Pacific coast at Seaside, which is its logical terminus, is 520 miles, of which distance 225 miles are paved and 295 miles macadamized, the balance of the mileage to be completed

with macadam surfacing during the year 1922. The pavements on this route are sixteen feet in width with a two-foot shoulder of broken stone or gravel on each side. The macadam surfacing is sixteen feet in width and is of a character permitting of high speed travel at all seasons of the year. No grades exceed five per cent, and the curvature is in accordance with the most modern engineering practice.

"The highest elevation on the Grant Highway route in our state is 4,296 feet, this elevation being reached in the Blue mountains between Pendleton and La Grande. The portion of the route from Ontario to Pendleton is what we call 'The Old Oregon Trail.' The portion from Pendleton to Astoria is what we call the 'Columbia River Highway,' and the portion from Astoria to Seaside is a part of our 'Roosevelt Highway.'"

Briefly, the Grant Highway is the most direct route from Chicago to Yellowstone Park and the Pacific coast, the one with the lowest altitude and the one where no wildernesses are encountered. By the end of the coming year more than a thousand miles of this route will have been paved or otherwise surfaced.

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