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East Oregonian

DAILY SEMI-WEEKLY INDEPENDENT

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DAILY EAST OREGONIAN, PENDLETON, OREGON, SATURDAY EVENING, OCTOBER 21, 1922.



NEW YORK, Oct. 21—(U. P.)—His second big "bust" in a world's series and his most disappointing season, leads to the belief that Babe Ruth is through.

It may be that he was in a psychological slump all season after getting a late start—if he got started—and that he will be back doing his old stuff next season.

Chances are against that, however, unless he changes his way of living during the winter.

Ruth has lost his eye, the perfect timing and coordination that used to make him such a terror at the bat and the swing that gave him the most powerful drive in baseball according to a prominent baseball man who has been close to him all season.

"One of his main troubles is the loss of perfect vision. To retain perfect sight an athlete must keep in strict training and Ruth does not," he said.

"His mode of living also has put so much weight on him that his swing has been thrown off. He doesn't get the drive that he used to. He misses balls now by four or five inches that he used to murder. He has worried himself into changing his chance and his confidence obviously has been weakened."

Yankee club owners are thinking of disposing of Ruth, according to responsible authority.

It is hard to believe, however, that any club would dispose of the greatest drawing card in baseball.

It may be true that his poor showing this year will make him less of an attraction next season, but it is believed that almost as many customers will pay to see him making a bust of himself as used to go out to see him busting the ball.

Ruth has done a lot for baseball and he ought to be given a chance. He, more than anyone else, saved the game after the expose of the 1919 world series scandal.

How he is to be given a chance, is hard to figure, however. The fans were very patient with him this year and if the encouragement from the fans had any influence he ought to have been the champion slugger this season.

His future rests entirely in his own hands. He knows that fate is fickle and that he cannot stay in baseball on his reputation. He will have to deliver or he may be the biggest card of the minor leagues in 1923.

After his four round victory over Jim Tracey, South American fighter, that their heavyweight champion, Luis Firpo is ready for Dempsey.

They have never seen Dempsey and they think that Tracey is a first class heavyweight.

Americans who know the former Australian champion cannot begin to take Firpo seriously yet, when it required four rounds for Firpo to knock over Tracey.

Tracey outpointed Firpo in the first two rounds, confirming the judgment of good American boxing critics who claim that any heavyweight who is at all clever and who packs a good punch would have no trouble beating Firpo.

Firpo evidently can take it. He is built like a cave man and it would take a Wills or a Dempsey punch to put him down for the count.

Canyonville - Galesville: Concrete paving work under way. Commencing September 19th, traffic will be regulated according to the following schedule: The highway will be closed to all traffic from 6:30 a. m. to 11:30 a. m., and from 12:00 m. to 5:00 p. m. South bound traffic will be held up at Canyonville and North bound traffic will be held up at a point 5 miles south of Canyonville. The highway will be open to all traffic after 5:00 p. m. however, the traveling public is cautioned, especially at night, to avoid this section on account of a 2 mile detour where grades are steep and roadbed narrow, which permit travel in one direction only.

Galesville-Grave Creek: Paved. Grave Creek-Sexton's Smith Hill: Construction under way from Grave Creek to south foot of mountain. Traffic detoured over old road night and day. Except north bound traffic, which is routed over main highway from the summit of Sexton Mountain north. Good dirt road. Steep grade averaging 10 per cent.

Sexton's Grains Pass: Paved. Grants Pass-Medford-Ashland-California State Line: Paved.

West Side Highway
Portland-Newberg: Paving work under way. Highway closed to traffic from 5:00 a. m. to 5:00 p. m. Two detours necessary. The first one is via Clatsop Loop leaving highway 1 mile north of Tazard and regaining highway 1 1/2 miles south of Tigardville. Detour is gravelled and in good condition, possible in all kinds of weather. The second detour leaves the highway 1 mile south of Middleton crosses 1 1/2 Springbrook. This detour is hilly but safely passable in dry weather. During rainy weather traffic will be routed over the highway at one hour intervals.

Newberg-West. Dayton-Lafayette-St. Joseph-McMinnville-Whitson - Amity Holmes Gap: Paved with exception of a 3-4 mile section near Holmes Gap, both of which are gravelled.

Holmes Gap-Bicknell: Gravelled and in fair condition. Rickreall-Monmouth: Paved. Monmouth-South to Benton County Line: Part earth road and part gravelled.

Benton-County Line-Corvallis: Paved. Corvallis-Monroe-Junction city-Eugene: Paved.

Columbia River Highway
Portland-Astoria: Paved except one mile through Rainier which is gravelled.

Portland-Cascade Locks-Hood River-Mosier-The Dalles: Paved. The Dalles-Arlington-Umatilla-Pendleton: Macadamized entire distance. Old Oregon Trail
Pendleton-Deadman's Pass: Excellent macadam. Deadman's Pass-Kamela: Rough mountain road.

Kamela-La Grande: New standard grade, very rough in places. Under contract for macadamizing, 20 per cent complete. Cautious driving necessary. 1 short detour at Hilgard. Follow detour signs.

La Grande-Hot Lake: Pavement and macadam; good construction. Hot Lake-Union - Haines - Baker: Good macadam. Detour at Telocast overhead, follow detour signs.

Baker-Nelson: Fair county road. Under construction. Watch for caution and detour signs.

Nelson-Huntington: New standard grade; under contract for macadamizing. Drive with care. Huntington-Weiser: New grade, rough, under contract for macadamizing. Best route is on Idaho side of Snake River. Cross at Oida Ferry. Fair county road.

Weiser-Ontario: Excellent macadam. Note—To avoid construction operations between Ontario and Baker, through traffic should take road by way of Vale, Jamieson, Hugan, Malheur (S. E. Bridgeport).

Salem-Dallas Highway
Salem-Dallas: Paved. Coast Highway—Clatsop and Tillamook Counties
Astoria-Seaside: Paved. Seaside-Cannon Beach Junction: Gravelled; fair condition. Cannon Beach Junction - Hamlet Junction: Narrow, crooked road gravelled and safely passable with careful driving. Hamlet Junction-Mohler: Under construction, subject to slight delays and temporary detours; all safely passable except after rains.

OREGON ROADS

Reported by
State Highway Commission.

Pacific Highway

Portland-Oregon City: Willamett River bridge at Oregon City closed for construction. Traffic from Portland for Oregon City and points south should take east side routes via Milwaukie or 3rd Street, both of which are paved throughout. Traffic for Oswego and West Linn should take west side route which is paved to Bolton and gravelled from there to West Linn.

Oregon City-Canby-Salem: Paved. Salem-Jefferson-Albany: Paved. Albany-Corvallis: Gravel road. Albany to Granger. Road closed beyond Granger on account County construction operations. Detour west at Granger to paved west side highway, 5 miles north of Corvallis. Follow pavement to Corvallis. Detour well signed.

Corvallis-Morro-Junction City-Eugene-Creswell-Coffey Grove-Prain-Yoncallas-Oriskand - Sutherlin - Roseburg-Myrle Creek-Canyonville: Paved throughout with the exception of 1 1/2 miles just north of Roseburg where concrete paving operations are under way and highway will be closed to traffic day and night. A well signed detour is provided around this construction.

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Mohler-Miami: Follow county road, gravelled and in fair condition. Miami-Wilson River: Gravelled; good condition.

Wilson River-Tillamook: Paved. Tillamook-Beaver: Paved except three miles at Pleasant Valley which is gravelled and in fair condition. Beaver-Hebo: Macadam in fair condition. Hebo-Neskowin: Under construction, subject to short delays and temporary detours.

Oregon-Washington Highway.
Pendleton-Washington State Line: Paved. Pendleton-Pilot Rock: Five miles good earth road; ten miles of macadam.

Pilot Rock-Vinson: New standard grade; under contract for macadamizing. Vinson-Butter Creek—Jones Hill: Good county road. Jones Hill - Heppner: Excellent earth road. Heppner-Gilliam County Line: 80 per cent macadamized; all in very good condition.

Gilliam County Line-Heppner Junction: Very rough with many sharp curves; drive carefully. This section under construction and heavy going in places on account of sand. Several detours necessary but well signed. All traffic possible should use the Rhea Siding-Arlington Road.

Coast Highway—Coos and Curry Counties
Lakeside-North Bend: Sandy part way but safely passable throughout. New Ferry in operation at North Bend. North Bend-Marshfield - Coquille Paved.

Coquille-Bandon: Dirt road; crooked and rough. Marshfield-Bandon (via Seven Devil's Route): Mountain road, rough but passable with careful driving. Bandon-Denmark-Sixes River: Gravelled road in good condition.

Sixes River-Tillamook: Road in fair condition; some steep grades. Elk River-Port Orford-Brush Creek - Good gravelled road. Brush Creek-Lindville Hill-Arison Inn: Under construction; drive carefully; steep detour.

Arizona Inn-Gold Beach-Brookings: Mountain road in good condition, grades are steep and road bed narrow; drive carefully. Brookings-Columbia State Line: Good gravelled road.

Roseburg-Coos Bay Highway
Coquille-Myrtle Point: Open and in fair condition; grading and rockwork in progress. Myrtle Point-Roseburg: Open and in fair condition; under contract for rockwork from Myrtle Point to Pacific Highway. Public is cautioned to watch for rock hauling trucks and to drive cautiously at quarries.

Willamette Valley-Forence Highway
Open and possible to Blachly by both Low Pass and High Pass routes. Low pass route is rocked to Goldson postoffice. Earth road from Goldson to Blachly in good condition. Corvallis-Newport Highway
Corvallis-Eddyville: Road rock and in good condition.

Eddyville-Toledo: 10 miles rock road; 7 miles dirt road in good condition except after heavy rains. Toledo-Newport: Macadamized and in good condition.

McMinnville-Tillamook Highway
McMinnville-Sheridan: Paved. Sheridan-Summit: Good macadam except short stretch at north Yamhill River which is rough and slow going. Summit-Dolph: Under construction; rough and slow going in places. Dolph-Hebo (Junction Coast highway): Good macadam. Hebo-Tillamook: (See Coast Highway).

Tualatin Valley Highway
Portland-Beaverton-Hillsboro - Forest Grove-Gaston-Yamhill-Carlton - St. Joseph-McMinnville: Paved throughout. Mt. Hood Loop Highway in Clackamas County
Portland-Sandy: Take Powell Valley road which is paved to Gresham, gravelled and in good condition to Corvallis; thence via Bluff road; gravelled, fair condition.

Sandy-Salmon River: Highway passable when dry, but rough; impassable after rains. Detour via Marmot Road which is mostly planked and passable. Salmon River-Zig Zag: Unsurfaced but sand and gravel soil and safely passable. Zig Zag-Government Camp: Excellent earth road. Government Camp open.

Mt. Hood Loop Highway in Hood River County.
Hood River-Parkdale: Good macadam road. Parkdale-Mt. Hood Lodge: Two miles good macadam. Balance good earth road. Mt. Hood Lodge open.

The Dalles-California Highway.
Note: See Sherman Highway for alternate route to Central Oregon. The Dalles-Dufur: Take main highway in summit at Eight Mile Creek, 9 miles north of The Dalles then detour via Road to Dufur. Road is rough.

Dufur-Shaniko via Maupin and Bakeson: Road in fair condition. Shaniko-Madras: Best route is via Antelope and Gateway. Between Shaniko and Antelope new macadam in good condition. Antelope to Madras in good condition.

Madras-Benton: Good macadam road, except Trail crossing of Crooked River which is in fair condition for dirt road. Bend-Allen Ranch: Cinder and gravel surface in good condition. Allen Ranch-Fort Klamath: Dirt road in fair condition; few rough spots.

Fort Klamath-Lamm's Mill: Dirt road with light grades and in good condition. Lamm's Mill-Klamath Falls: Macadamized and in good condition. Light cars are making trips from Bend to Klamath Falls in six hours. Klamath Falls-California State Line: All macadamized and in good condition with exception of two and

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one-half miles near Merrill. Some construction work going on, watch for barricades and red lights.
Ashland-Klamath Falls Highway.
Green Springs route open. Road in fair condition. Medford-Ashland-Klamath Falls stages taking this route. Between Jenny Creek and Keno road is rough and dusty on account of logging operations.
Klamath Falls-Lakeview Highway.

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Roadster (3-Pass.) 975	Roadster (2-Pass.) 1150	Speedster (4-Pass.) 1785
Coupe Roadster (2-Pass.) 1125	Roadster (4-Pass.) 1175	Coupe (4-Pass.) 2275
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