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Bandon-Crescent Route Is A Novel Trip For Tourists

Probably no part of the Oregon coast affords a more interesting motor trip than the route from Bandon in Coos county, down through Curry county and across the state line to Crescent City, California, says a writer in the Marshfield Record.

This stretch of coast highway of approximately 140 miles, gives the traveler the opportunity to visit historic and unusual places and to enjoy a great variety of scenery. The road leads over mountain ridges which run down to the sea, leads through a fine dairy and farming country, takes one through the wildest of the untamed woods and at many points dips down to the very surf of the Pacific ocean.

Off the Beaten Track

The one most attractive feature of this trip is the fact that the tourist in his modern machine is going thru a territory which can be seen in no other way, except by traveling over this highway. It is miles away from a railroad and it is a source of great enjoyment to go through a country which until lately was known by comparatively few. Curry county is regarded as the last undeveloped district of Oregon and is one of the most isolated parts of the coast as well as being one of the most picturesque. The road is a good one all the way and quite up to the standard of other highways through country of the same nature.

Start Is From Bandon

Bandon at the mouth of the Coquille river, from several directions, is the natural starting place of the Coast Highway to Crescent City.

After leaving Bandon the highway extends about 15 miles over the Coos-Curry line to Langlois, a little settlement in the heart of the dairy district. The place is locally called Dairyville but takes its official name, Langlois, in honor of one of the early settlers. The next 15 miles is over a good, level road to Port Orford. After leaving Langlois the highway winds through the dairy farms, some of which are quite large. Two miles below Langlois is Denmark which consists of a farm house and a store where the postoffice is maintained.

At this point one can turn and run over to the coast and see the lost town of Lakeport. It was started several years ago but failed and was deserted. There are stores and houses and a \$10,000 hotel which were built at a time when people came from many places to settle and invest under the belief that a city and seaport were to be made. It is a graveyard of lost and buried hopes of adventurous families who sought a new home. A few people live there now. The place is beautifully situated on Flore's lake, overlooking the ocean and it may soon be transformed into a summer resort.

Most Westerly Point

If one wants the novelty of going as far west as possible on the mainland of the United States, a side trip can be made to Cape Blanco. After crossing the Sixes river bridge there is a road which leads from the main highway five miles out to the cape. Here is located the famous lighthouse and radio station of the United States navy, where messages are sent and received by wireless.

Many of the big dairy farms passed on the way to Port Orford are places which were taken up in the early day by old settlers and illustrate what can be done in the way of modernizing in an agricultural way all in one generation, the untouched wilds.

Port Orford, Historic

On reaching Port Orford the traveler finds a quaint old town situated directly on the ocean. From the main street the view is one commanding a long stretch of the sea. A great reef of rocks makes a natural harbor where vessels can dock, while prominent in the foreground is Battle Rock where the famous fight between Indians and whites was waged and which event gave the settlers command of the place.

To fully appreciate Port Orford one must not hurry through without taking time to talk with some of the people. A stop can be made for a meal at the hotel conducted by Louis Knapp, who has been in the business for 50 years, and who is one of the oldest hotel men in the United States. Seated in the dining room the visitor may look out of the window and see the ocean surf dashing up on the beach and rocks.

In front of the fireplace in the office of the old hotel, where many distinguished men in past years have rested in their travels, an old-timer will tell of the time when Port Orford was an army post in the early 50's, before Coos Bay was settled by white people; how all pioneers landed there to venture out to other points; and how big vessels have stopped from foreign countries to take refuge in the harbor.

Ideal camping places can be found along the seashore and hours can be put in picking up agates on the beach.

Pass Ranger Station

Going south from Port Orford the road winds up over Humbug mountain. At the summit which reaches out into the ocean, is a sign bearing the name of "Middlefork." Here a trail leads off into the isolation of the forest reserve and where many miles from the road reaches the forest ranger and his family. At the signpost is a little warehouse and mailbox and it is there that the ranger when he is home receives his only communication with the outside world.

Old Stopping Place

Fifteen miles from Port Orford is Corbin which is a postoffice, telephone station and stopping place, the "Arizona Inn," a big comfortable farm house. The kindly people who live there cater to those who want to stop for a meal or spend a few days out of doors. The fishing and hunting is excellent hereabouts and it is only a few hundred yards to the beach.

In the old days before auto travel, which was only a year or two ago, this was one of the regular stopping places for horse stages. While the passengers had dinner a new relay of horses and driver took the mail. In the time of horse stages a driver and team only attempted to make 15 miles a day and in winter it was quite enough. But now one travels in an auto with much less regard for distance and none for horse flesh.

From Corbin the road leads across Euchre creek and then along the coast to Rogue river. The road is sandy in spots below Euchre creek. A better and shorter road from Euchre creek through the mountains to the Rogue river country will be opened next year.

Rogue River County

On the north side of Rogue river is the town of Wedderburn the headquarters of the Macleay estate company, owning a 17,000 acre property. At this pretty little town one can secure anything needed in the way of supplies for the car or anything else that may be required as there is a big modern store maintained. During the season the river will be dotted with many boats of the fishermen who are catching salmon for the big Macleay cannery and the scenery of the Rogue river is as beautiful as can be found on the coast. There is no road up the Rogue river but it is navigable for 30 miles from its mouth. A trip up into the wilderness on a motor boat is restful and wonderfully interesting.

It is necessary to ferry across the Rogue river. The auto must be run on a big scow and this is towed across by a gasoline boat but the trip is always made in safety. On the south side of the river is Gold Beach, the county seat of Curry county where there is a first class hotel. Many interesting people and historic relics may be found here. The next section of the route is about 44 miles to the Chetco river. One travels through a country of big ranches, over moun-

tains and through the Pistol river valley. For a distance of 25 miles the land is owned by only seven different persons, each of whom has large stock ranges.

Reaching the Chetco river one finds a modern lumber center being developed in one of the most out of the way places in Oregon. This is the town of Brookings where the C. & O. Lumber company has built a big lumber mill, logging railroad and a new town including a fine tourist hotel that is just being completed.

On the south side of the river is the town of Harbor strung along the river flats. But on the hill is the residence of Judge Benham which overlooks the ocean and the Antlers Hotel, a big structure built of logs, the location of which is highly picturesque.

Cross the State Line

From Harbor the road leads directly into a fine dairy country. On the left are foot hills and on the right of the road stretches of bottom land extending to the reef line ocean beaches, where fine stock herds graze. About seven miles south of Harbor the state line is crossed. There is an old post to indicate the place and a residence on the line where the farmer occupying it sleeps every night in California and walks across into Oregon to eat his breakfast.

Passing through the widening valley and back some distance from the ocean, the main highway reaches Smith River, Cal., a neat village which looks like it had just been through a general cleaning. It is another 15 miles through farming land and then through a big redwood forest and suddenly out into the open to Crescent City, which is located on a natural bay at the level of the sea.

From Crescent City the trip may be extended on down the coast over an excellent road to Eureka, or if the traveler yearns for the mountains a turn inland may be made to Grants Pass, Oregon.

Change Is a Relief

The trip from Bandon to Crescent City is one which should not be missed by travelers who are pretending to see the coast country. After going through the more thickly settled parts of the state it is a relief to visit the wilder portions. As the auto spins along the Coast Highway likely there will be met an old fashioned mule wagon, a burro packed with supplies for some miner in the hills, or a four horse team, just as a reminder that all of the United States has not yet given way to the touch of the modern hand and that a country out of the ordinary is being visited.

Gave the Baby Rest

Children just cannot keep covered at night and that is one way they take cold. Foley's Honey and Tar is a reliable family cough medicine that contains no opiates or harmful ingredients. Mrs. Wm. Leonard, Pottsville, Pa., writes: "My baby had a very bad cough. The first dose gave her relief."—ORANGE PHARMACY.

It is estimated that there is 348 billion feet of privately owned timber in Oregon west of the Cascade range, and 270 billion feet in Washington. The National forests contain 162 billion feet, making for the west side of the two states a total stand of timber estimated at 780 billion board feet.

STATE IS GUARDING AGAINST PARALYSIS

Precautions Being Taken to Prevent Dreaded Disease From Getting Foothold Here.

In order to prevent infantile paralysis, the fatal disease which is creating such havoc among the babies of New York City, from getting into Oregon, the following precautions are being taken:

State of quarantine declared at every railroad station in Oregon.

Governor Withycombe to issue proclamation to health officers and county judges instructing complainants with quarantine.

Children under fifteen years of age when incoming passengers from the East, to be inspected for infection by health officers.

Quarantine of all juvenile arrivals suspected of being infected with infantile paralysis.

Attempt to secure co-operation of Washington and California in the adoption of similar measures.

Suspected cases to be reported to state board of health without delay.

FOREST SERVICE NOTES

Figures recently compiled by the forest service show that the furniture manufacturers of Oregon use annually nearly seven million board feet of lumber, more than half of which is Douglas fir and maple. Oregon is a good market for eastern-made furniture, as the local industry is unable to supply the demand in this respect. This is due in a measure to the lack of native hard woods, such as are found in the Middle West, suitable for chairs, buffets and dressers; and also to the difficulties in the way of getting eastern hard woods to Oregon.

About seven hundred million feet of timber was cut on the National forests in 1915.

Experiments with jack, or bull pine as it is called in some localities, have shown that it is well suited for making kraft paper. On some of the National forests this tree is used to plant land which is too poor to grow other timber. The bull pine is found in quantity along the coast section of Oregon, heavy forests of it in places extending inland for some distance.

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