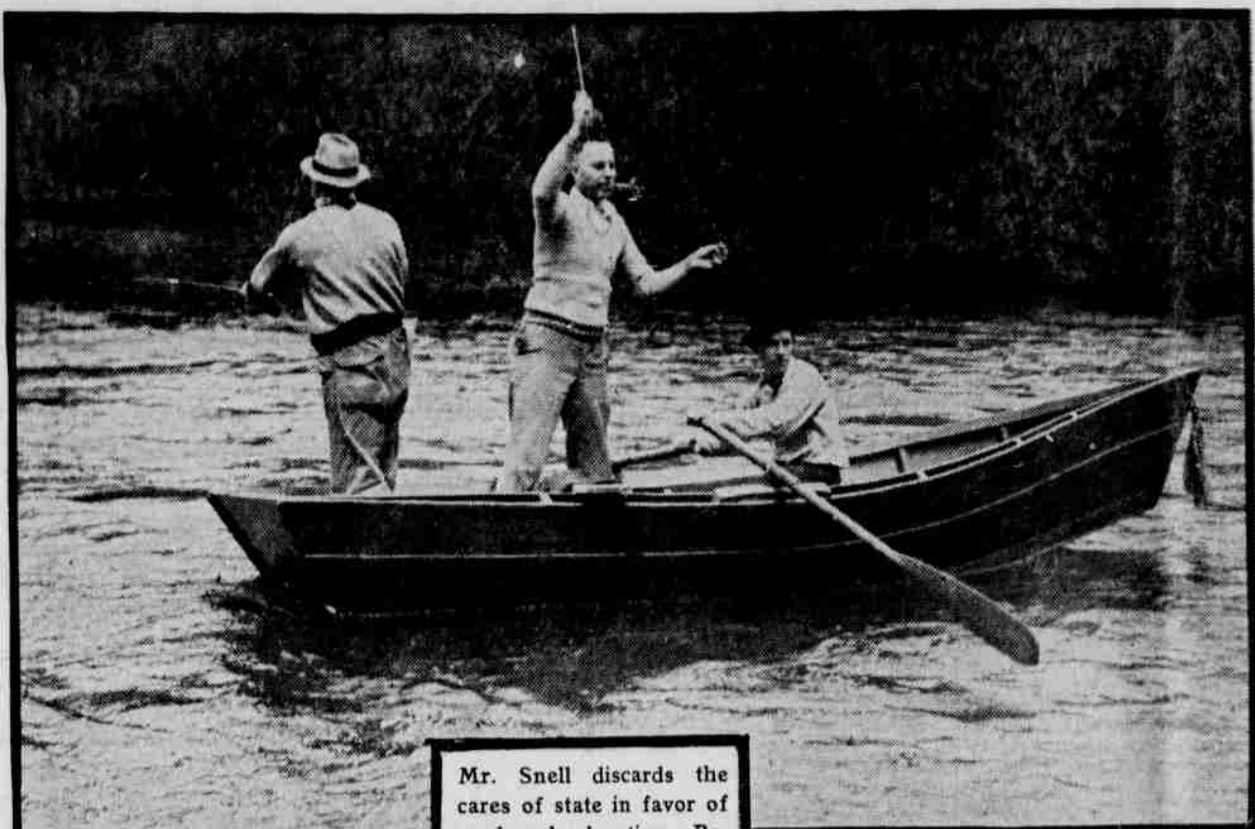
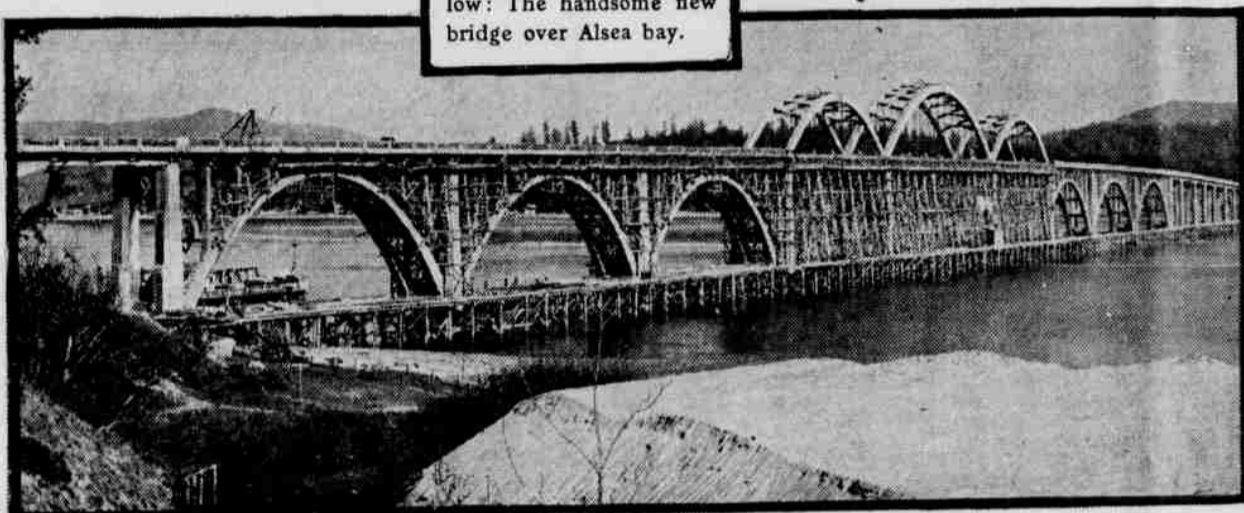


# Motor Cruises of 1936

## Earl Snell, Oregon's Secretary of State, Journeys to the Pacific Ocean for a Tour of the New Coast Bridges . . . and for a Basketful of Cutthroats



Mr. Snell discards the cares of state in favor of week-end relaxation. Below: The handsome new bridge over Alsea bay.



This newspaper is co-operating with the Oregon State Motor association and The Oregonian in presenting a series of travelogues under the title "Motor Cruises of 1936." It is hoped thereby to stimulate travel in the Pacific northwest. Readers are invited to send the articles to their friends throughout the nation. The following article has been condensed from a full-page travelog appearing May 10 in The Sunday Oregonian.

Earl Snell, guest of today's motorlog, is the Oregon secretary of state.

BY EARL SNELL AND J. LYNN WYKOFF

"THERE oughta be a big one in that hole," said Woodie Barnes, fisherman's guide and Siuslaw river boatman, indicating a dark green, swirling expanse of water. "He was there yesterday, anyway."

We'd just finished jointing our rods and fastening bucktacked coachman flies to our lines. A fly was flicked over the indicated area. Zing! Sixteen inches of silvery cutthroat zipped this way and that, fighting to regain the safety of the depths.

That was only one of many similar occurrences during a day's fishing in the Siuslaw recently; moreover, the fishing was only a part of the trip itself, which included a drive down the coast highway from Astoria.

**Bridges Open Soon**

The story of that trip should be of special interest at this time when the coast highway bridges are rapidly nearing ultimate completion, with a date set for early fall when the last one will be opened to traffic, undoubtedly attracting not only northwest residents but many tourists from other states to the westernmost highway of Oregon.

After an evening's run to Astoria, and a refreshing night's sleep, we

drove to the high elevation where the Astor column rears its beautifully depleted pageant of historical events.

A. Fusteria, noted Italian sculptor, etched the frieze on the column, and funds for its construction were supplied by Vincent Astor, great-grandson of Astoria's founder. It is one of the most unusual monuments in the United States. The entire history of the Clatsop area is unfolded on the panels which spiral from its base to its 125-foot-high tip. From the observation platform may be viewed a wonderful panorama of mountains, rivers and ocean.

Back to the city center, and a stop at the city hall, where the plaque marking the site of the first Astor trading post was inspected; then around the corner to view the actual grave of one of the 33 members of the Astor expedition, with its stone telling that D. McTavish, 42, drowned in the Columbia there, 1814.

**End of Highway**

The motorlog car was headed south, after a pause to photograph the last "U. S. 30" sign, marking the end of the transcontinental highway which originates in New Jersey and terminates at Astoria.

Scotch broom along the 20-mile route to Seaside and Gearhart was then just beginning to blossom; as you read this, it should be nearly at its height, and next Sunday, May 17, Seaside will hold its annual Scotch broom festival, with mile upon mile of highway literally banked with glorious gold color.

Southward we sped from Oregon's largest beach city, over smooth, wide highway, through huge stands of evergreens, early spring wild flowers and an occasional tract of tilled farm land . . .

on the Tillamook beaches and a stop in Tillamook City for lunch, regretfully passing up an invitation to visit one of the famous Tillamook cheese factories, but promising both ourselves and the issuer of the invitation to return at a future date.

Ocean Lake . . . Delake . . . Nelson . . . Taft . . . Depoe Bay—every few miles the inviting appearance of some resort offered an almost irresistible temptation to end the trip right there.

For many miles now the Pacific had been almost constantly in view—dashing spray high into the air as it beat against rocky promontories far below, or spread out like a smooth green carpet fringed with curling combers. This is no highway to travel if you're in a hurry, for in spite of everything you'll find yourself pausing frequently to drink in the fresh salt breeze and the scenic beauty.

First of the coast highway bridges was encountered at Newport; this one not yet finished, but due for completion late this summer.

Although the Alsea bridge was then uncompleted, Waldport was planning a May 9 to 10 celebration and "crab festival" in honor of the opening of the handsome structure to traffic. The town was gayly decked with flags in preparation for the hundreds of visitors expected at the dedication ceremonies.

**Sea Lions Visible**

We paused at the sea lion caves for a visit with Mrs. Sergeant Finnegan, who last winter gave way to a yen for travel and journeyed to Portland. But the sea lion wasn't readily discernible among the 50 or so flippers folk sprawling on a broad rock at the ocean's edge. Probably she hasn't been advised of our visit.

We stepped on the starter and headed into Florence, end of the day's trek.

Here another of the coast highway bridges, this one already completed and open to traffic, invitingly beckoned us on down the coast. Dedication of the bridge is set for May 23 and 24. But Florence is the midway point on the coast highway, and the south section must be left to another motorlog.

Early the next morning we turned inland up the Siuslaw.

**Oars Worked Skillfully**

Then Archie and Woodie Barnes put the boats in the river. And that's where Woodie's acquaintance with the habits of Siuslaw cutthroats provided the incident which started this story.

From deep hole to broad riffles we drifted, with the Barnes boys occasionally working skillfully at the oars to guide us through places where jagged rocks waited to tear the bottom out of any boat so unfortunate as to be dashed against them by the rushing river.

We found fish—plenty of them, ranging up to 18 or 19 inches and taking our flies with the viciousness of a starved wildcat. By noon, when we took time out for lunch, just across the river from Old Man Siuslaw, the catch was already a sizable one.

Fishing was resumed after lunch and, while the Barnes boys shook their heads sadly and apologized because the muddied waters had "spoiled the fishing," we continued to meet up with and conquer fighting cutthroats. We arrived at the farthest downstream hole just at dusk.

The next morning we completed our loop circuit, across the coast range, past Triangle lake to Junction City, thence up the Pacific highway to Salem and Portland.



# J. G. Barratt

of MORROW COUNTY

## for JOINT SENATOR

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### BOARDMAN

By MILDRED ALLEN  
Mr. and Mrs. John McDonald of Hardman have moved on the Lee Mead ranch.  
Misses Imogene Wilson and Helen Slanger are now employed at the Highway Inn.  
Rev. H. B. Thomas was in Heppner this week. Mrs. Elmer Tyler, who recently underwent an operation for appendicitis, returned with him.  
Mr. and Mrs. Ray Turner and family of Ione were visiting at the E. H. Turner home Sunday.  
Mr. Considine and Donald Strobel made a business trip to Heppner Wednesday.  
Mrs. Black and sons, Ralph and Marvin, spent a few days in Portland this week. Mrs. Chas. Nickerson and Mrs. Otto Strobel accompanied Mrs. Black as far as The Dalles.  
Mr. and Mrs. Bob Nickerson and family of Pendleton visited at the Charles Nickerson home Sunday.  
Lee Thoms was confined to his home several days with a slight attack of appendicitis.  
Mr. and Mrs. E. T. Ingles and Miss Clara Ruff were in Lexington Friday and Saturday.  
Mr. and Mrs. Blanch were in Pendleton Sunday.  
Mr. and Mrs. I. Berger of Portland spent the week end with Mr. and Mrs. Dawn.  
About twenty of the local members of the Townsend club attended the picnic and speaking at Hermiton Sunday.  
Mrs. Arthur Allen made a business trip to The Dalles Tuesday.  
Mr. and Mrs. Royal Randa have

### Farm Funds Better, Says Debt Adjustment Report

Farm debt adjustment is well in hand in the state of Oregon, with the job largely accomplished and with indications that the volume of work will become negligible before the end of 1936, according to the annual report of the agricultural advisory council, composed of volunteer citizens appointed by the governor.  
The annual report, as prepared by L. R. Brethaupt of the Oregon State college extension service and executive secretary of the organization, is for the calendar year 1935, during which period 312 cases were formally considered by the various county committees, of which 142 were adjusted. Approximately 250 cases had been carried over from the peak year of 1934, while only 71 were continued into 1936. At the date the report was released, the cases had been reduced to less than half of those on hand January 1.  
"Statistics show that for more than two years Oregon has led all states in the Union in percentage of voluntary farm transfers, and has had the lowest percentage of forced transfers of any northwestern state," said O. M. Plummer, chairman of the advisory council, in submitting the annual report to Governor Martin.  
"Much of this enviable record can be attributed, no doubt, to the very effective work of the volunteer farm debt adjustment committees appointed by yourself to assist farm debtors and their creditors in making debt adjustment

### and refinancing arrangements," he said.

In acknowledging the report, Governor Martin wrote to Chairman Plummer in part as follows: "It is evident that the results obtained are due to the untiring and unselfish efforts of the Oregon Agricultural Advisory Council and the county farm debt adjustment committees. Kindly convey to the members my sincere appreciation for their public-spirited work."  
Thirty-three of the 36 county committees functioned during 1935, although most of them had few cases to consider compared with the previous year. The bulk of the unadjusted cases pending on January 1 of this year were in Clackamas, Linn, Grant and Sherman counties. Nineteen counties had no cases pending at that time.  
Many of those familiar with the work of the past few years believe that the chief need now existing is for a program of gradually reducing the total farm debt of the state to a better relationship with the present and probable farm income.  
With more than \$1,000,000 worth of farm property on its hands the state land board has organized an intensive selling campaign in an effort to unload its holdings and get the property back on the tax rolls. Representatives have been named in the several counties to push sales which will be made on easy payments. Indicative of the increased demand for farm property in Oregon records of the board show sales of \$27,280,13 during the past nine months which is nearly equal to the total sales for the preceding three years.