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PACIFIC HIGHWAY IS NOW OPEN AND IN GOOD REPAIR

SALEM, Ore., April 26.—Traveling on the Pacific highway is better now than it will be at any other time during the year, according to official information from the state highway department. Further construction work is soon to start, which will make many detours necessary and interfere with the ease of traveling by automobile between Portland and the California line.

Summarizing in detail the present condition of the highway and pointing out the best routes to take between certain doubtful points, the department gives out the following statement:

Highway Report Made

Leaving Portland, it is better to take the Eighty-second street pavement to Oregon City, and then follow the main east side highway through to Salem, a distance of 52 miles. All of this stretch is paved, with the exception of four miles between Canby and Aurora. The macadam over this stretch, however, is in good condition. From Salem, the east side highway should be followed to Albany, a distance of 26 miles. The road is gravelled to a point eight miles south of Salem and is in excellent condition. The remainder of this section is paved to Albany.

From Albany, the best route is through Corvallis and over the west side highway to Eugene, a distance of 51 miles, all of this stretch being well macadamized or hard surfaced. No detours are required at this time.

Eugene Roads Good

From Eugene south to Cottage Grove, 22 miles, the road is hard surfaced and macadamized the entire distance and is in excellent condition. From Cottage Grove to Drain, a distance of 18 miles, the highway is well macadamized and is in good condition throughout.

From Drain to a point south of Yoncalla, a distance of eight miles, to the beginning of the pavement, the roadbed is solid but is under construction and rather rough. From this point to Oakland, a distance of 11 miles, the road is paved.

From Oakland to Sutherlin, the road is macadamized or paved and is in excellent condition. This distance is three miles. From Sutherlin to Roseburg, 13 miles, the road is under construction and, while it is in fair condition, the travel will be slow.

Roads South of Roseburg

From Roseburg, south, for a distance of seven miles, the road is ma-

cadamized and fast and at that point it connects with the Dillard Myrtle creek paving, and is paved for a distance of 13 miles to Myrtle Creek.

From Myrtle Creek, it is necessary to detour, via Riddle, to Canyonville, a distance of 13 miles. The road is gravelled and the condition is very good.

From Canyonville to Wolf Creek, the main trunk line is open throughout and well macadamized or gravelled. This stretch of 25 miles is very fast and good time can be made through Canyon creek canyon. In fact, it is an easy matter to drive it in one hour.

Detour at Smith Hill

From Wolf Creek, over the divide, a distance of five miles, the road is paved. From this point, to the top of Sexton mountain (Smith hill) the road is macadamized, but from the top of Sexton mountain to Pleasant valley there is one short detour of approximately two miles over the old Sexton mountain road and thence over the main line into Grants Pass, which has not yet been surfaced and the condition is only fair. The distance from the end of the pavement, five miles south of Wolf creek, to Grants Pass is 18 miles.

From Grants Pass to Rogue River, nine miles, the highway is surfaced, but from Rogue River to Gold Hill, 10 miles, it will be necessary to detour over the old highway, the condition of which is only fair.

From Gold Hill to Ashland, a distance of 27 miles, the road is hard surfaced. From Ashland to the California line, a distance of 22 miles, the road is hard surfaced, excepting five miles and this five miles is macadamized and is in good condition.

BIG MOTOR SPEEDWAY NORTHERN CALIFORNIA

HEALDSBURG, Cal., April 26.—Northern California's first big automobile speedway is to be built soon a Corral, twenty miles south of here, on the state highway, it was announced recently.

Construction work is expected to start May 1. The track, which is to cost approximately \$250,000, will be completed in time for races this summer, it is thought.

The track will be built of boards, will be one and one-quarter miles in length and will have a pitch which automobile drivers say will make it the fastest racing course on the coast.

Inside the track there will be an airplane landing field, a mile dirt track, and, near the plant, county fair buildings will be erected. Two grandstands, each holding 10,000 people, will be put up.

Cricket is a favorite pastime among natives of Samoa.

EXPECT DEFINITE ACTION ON CRATER LAKE THIS WEEK

PORTLAND, April 26.—Options on concessions at Crater lake, controlled for several years by A. L. Parkhurst, are now in Portland, from A. B. C. Dohrman, president of the Yosemite Park company. Mr. Dohrman, who was recently in Portland to give those interested the benefit of his experience in operating concessions, was sufficiently interested in seeing the lake project a success to take over the options and hold them for the local committee.

Now that we have incorporated and Mr. Dohrman has sent us the concession options, we have something tangible upon which to work," said Mr. Hauser. "Up to now we have not been in a position to go ahead as we wished. The outlook is good. Mr. Dohrman having interested himself in the concessions at the lake as a matter of pride in the resort and as a means of cooperating with the local committee, and having now relinquished his rights therein, leaves us in a position to proceed with our plans."

Mr. Hauser said there would be a meeting of those interested in the lake resort some time this week, probably at the chamber of commerce. At that time final plans for the season will be discussed. It is the present intention of the committee to expend sufficient funds to put the park concessions in first-class shape. Mr. Parkhurst voluntarily eliminated himself from the management and is co-operating with the committee in the operation of the resort, working as representative of the committee.

The plans have had the official sanction of the national park bureau, through personal attention of H. M. Albright, superintendent of the Yellowstone park and field agent for Stephen T. Mather, park chief.

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PHILIP GORDON LOWE, Portland, Oregon

Wishes to make the following statement:
TO BABIES ONLY:

First, being duly bathed and Dennaed, depose and say:

When I arrived in Oregon my weight was registered at 8 pounds. After two months spent at my first boarding house my weight had dropped to 6½ pounds. The loss of 1½ pounds caused me a lot of worry and loss of sleep, so I notified the proper authorities to the effect that unless better meals were served there would be a vacant chair at the table and a room for rent. My "kick" brought results. Fresh Milk was Modified with DENNOS FOOD and served warm every 2½ hours, and, oh, Boy! What a change. At 2 months I weighed 20 pounds and scored 99½ per cent perfect. When the above photo was taken I was 18 months old, and received another score of 99½ per cent. No more "kicks" now. DENNOS FOOD and Fresh Milk made a man of me.

(Signed) PHILIP GORDON LOWE.

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