

Motorloggers Preview 'Dream' Highway Down Wilson River to Tillamook Region

This is one of a series of motorloggers' reports from The Oregonian, recounting trips to interesting parts of the Pacific northwest made in co-operation with the Oregon State Motor association. The complete article will appear in The Oregonian Sunday magazine June 15.

BY FRED W. COLVIG
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This is in the nature of a summer tradition — a progress report on the Wilson river highway linking inland Oregon and the Tillamook country. And this is probably the last year it will be necessary.

For after ten years of disappointing setbacks the fast new trunk route to the coast is so near completion that highway officials are almost certain of the exact opening date—Labor day.

Even today, with 11 miles of the road remaining to be surfaced, a motorist — equipped with a hard-earned pass—can skim the 77 miles between Portland and Tillamook in little more than an hour and a half's driving time. He won't have to break the law or the dictates of safety to do it, either. We know, because we just did it in a preview of the route.

Tripp One of Series

We cruised the new highway in the white travel car of the Oregon State Motor association in one of The Oregonian's summer series of motorlog tours.

Driving eastward from Glenwood, where the new highway takes off from the old Gale's creek road, west of Forest Grove, we rolled forth on a "dream" highway banked and graded to "railroad" specifications, with no grade steeper



The motorloggers stopped on a graded section of the highway to "kibitz" WPA workers leveling the crushed surfacing rock.

than 5 per cent and no curve sharper than 10 degrees. Almost every foot of it is "mile-a-minute" highway.

Briefly, here is how we found construction within three months of the completion date:

Surfaced and open to public travel — 29 miles from Tillamook east to Camp McNamers. Minor work on this stretch remaining to be done includes curve-straightening and widening on the old state road between Tillamook and Mills bridge, six miles east.

Graded and ready for surfacing (with the exception of one nearly completed cut and one long fill)—10.8 miles from Camp McNamers to Glenwood.

Being graded—three miles of new construction between Glenwood and Washburn on the old Gale's creek road, a project designed to unbend several dangerous highway elbows.

Completion Due Soon
All this, we were assured by Superintendent O. G. McIntyre, will be completed by the first week in September.

There is irony in the story of this Wilson River highway, irony in the gray-black snags that border 30 of the 40 miles between Glenwood and Tillamook.

Ten years ago, when a paved highway to link Portland and Tillamook was still a dream, The Oregonian noted regretfully that hard pavement and automobiles were to invade one of the last great expanses of primeval wonderland.

Well, a greater destroyer of wonderlands than ax or shovel beat the road builders to the Wilson river country—the great fire of 1933—and the virgin timberland is now a ghost forest. There are gasches, the green mountainside where the road builders have left their mark, but grass, maple, salal and other native brush will soon heal them.

But it will be generations before Wilson river sees another forest like the one fire ravished.

The average annual tax per motor-vehicle is \$57 a year. This amount to twenty-six per cent of the value accorded to the average vehicle.

Boy Injured in Truck Turnover

TIMBER—A CCC truck load of boys from Camp Reehers turned over Saturday night about a mile south of town when the driver turned out to avoid a collision. Paul Foster was the only boy injured. He suffered a fractured arm in two places.

The dance, sponsored by the PTA, was well attended; fourteen dollars and thirty-three cents were cleared. Lunch was served by PTA members bringing seven dollars and fifty cents. Everyone reported a good time.

Goes to L. A.

Richard Turley left Monday morning for Los Angeles where he expects to spend the summer with his grandmother, Mrs. Martin Meza, and other relatives. We will all miss Richard. His brother, George, will deliver the Journal until Richard's return.

A large group of boys from Reehers CCC camp will leave Vancouver by troop trains Saturday for their homes in the southern states.

Mr. and Mrs. Bruce Townsend of Portland were week-end visitors of Mrs. Townsend's sister and brother-in-law, Mr. and Mrs. Lance (Blackie) Brown.

Zone Winners

Reehers CCC boys were winners in this zone in softball and will play their last two games Friday and Saturday at Vancouver, Washington. Last Saturday Reehers won from Cathlamet 7 to 3. They played two games Sunday with Short Sands Beach and won both those games. First score was 11 to 2 and last, 8 to 5.

Mr. and Mrs. Bill Harkson are the owners of a new Buick sedanette.

Miss Jo Bowen of Nehalem spent last week with Miss Betty Jean Gildner.

Carl D. Sullivan of Fort Stevens spent the week-end here visiting friends.

To Visit Father

Thelma Thompson of Cornelius left Portland Saturday night for Illinois to visit indefinitely with her father. Miss Thompson formerly lived here.

Mr. and Mrs. Elmo Tallman were visitors of Mrs. Tallman's mother, Mrs. Edith Riggle, at Buxton Saturday afternoon.

Mrs. Ed West and daughter, Ava, who are picking strawberries for Ginzer Brothers spent the week-end at their home here.

Zona Lee Bonnell spent last week in Vernonia, where she visited her aunt, Betty Warner, and her

grandparents, Mr. and Mrs. Joe Warner. Edith Bledsoe of Portland was a caller at the B. Tallman home last Wednesday evening. Remus Branson is the owner of a 1941 Chrysler coupe.

Return to Greensboro

Thomas Cameron and his brother, Garland, who visited him here several days, left Wednesday for their homes in Greensboro, North Carolina.

Georgene McCuiston who spent this winter in Portland at the home of her sister, is visiting her parents, Mr. and Mrs. George McCuiston, west of town.

Hazel Shook left Monday night for Eugene where she spent a few days visiting Estelle Porter.

Garland Cameron of Greensboro, North Carolina, arrived Saturday evening and spent a few days here visiting his brother, Thomas.

Nonresident to Get 10-Day Permit

On July 1 there will be a change in the nonresident angling license. The two-day nonresident angling license for \$2.00 has been eliminated and in its place will be sold a ten-day angling license for \$3.00.

Spanish American War residents may obtain special licenses after five years of residence in Oregon instead of twenty years, as previously required.

Other New Laws

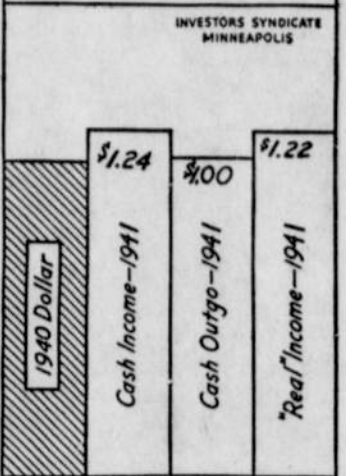
Other new game laws include provision for enlargement of the area of the Corvallis watershed wild animal refuge; setting aside an area east and north of Canyon Creek in Grant County for bow and arrow hunters during deer season; making provision for avoiding conflict and difficulty in the enforcement of game laws on the Snake River where that river serves as the boundary line between Idaho and Oregon.

Prohibits Salmon Taking

Another law passed by the legislature prohibits the taking of salmon or any other food fish by any means on the Willamette river

American Income Rises 24 Cents; Living Costs Up 2 Cents Over 1940

PURCHASING POWER APRIL, 1941, Compared with APRIL, 1940

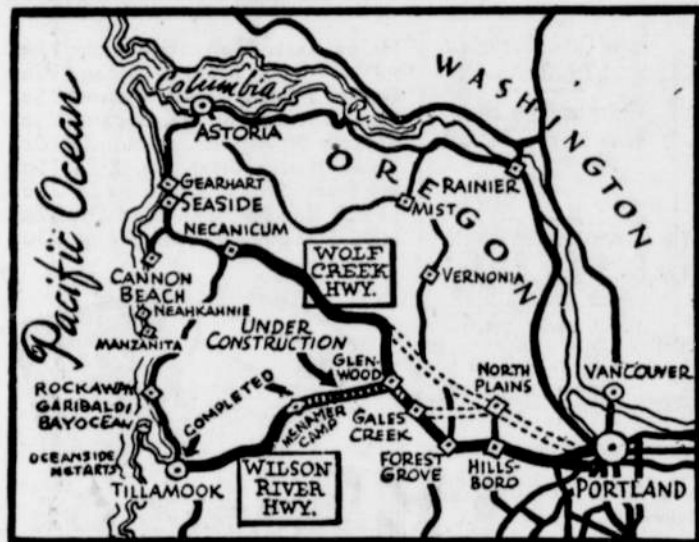


THE above chart, showing how the average American fared in national income changes in the last twelve months, is based on the monthly consumers' study of Investors Syndicate of Minneapolis.

Mr. and Mrs. Public in April had a "real income" of \$1.22, or an increase of twenty-two cents on the dollar over the same 1940 month. This "real income" is not a subtraction of cash income and expenditures, but an average relative of these figures designed to show how living costs affect adjusted income dollars.

Cash income of Mr. and Mrs. Public in April was \$1.24 for every \$1 a year earlier. This gain of twenty-four cents on the dollar resulted from the following changes per dollar: wages up thirty-nine cents and salaries seventeen cents; investment income was up four cents and other income was up fourteen cents on the dollar.

Rents in April were up a cent over a year ago. Food was up a cent, but clothing was unchanged. Miscellaneous items were five cents higher than in April of 1940.



Black line shows completed section of the new Wilson River highway, broken line the part to be finished by fall. The new road cuts 30 miles from inland Oregon-Tillamook journey. Dotted line shows eventual "by-pass" route.

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