

CALIFORNIA TRIP, VIA COAST ROUTE, RICH IN SCENERY AND INTEREST

Little Traveled Coos and Curry County Detour Holds Much For Autoist.

Protests against the closing of the Cow Creek canyon road, a link in the main highway between northern and southern Oregon, a few miles south of Roseburg, during the early summer on account of construction work now under way on this stretch of road, are pouring into the Douglas county court from all parts of Oregon as well as many from Washington and California. But, judging from last reports, the highway at that point is to remain closed until the canyon road, which has long been known as the worst part of the Pacific highway, is put in first class shape.

The protests against closing the road even for a short time are based on the contention that, with war over and life fast returning to its normal channels, automobile touring is going to be more popular during the coming summer than ever before and that closing the road will divert tourists from travel between Oregon, Washington and California and result in the loss of money that would otherwise be spent in the cities along the highway route.

To a certain extent the protests are well grounded, but it is doubtful if the loss accumulating during the few weeks the road will be closed after the touring season opens will offset the gain resulting from the improvement incident upon putting this piece of the highway into condition for all-year travel.

Barrier Only Temporary. So far as preventing tourists from freely passing between Washington and California through Oregon is concerned, this argument will hold true only during the very first of the season. There are at least two other routes by which motorists traveling from north to south, or south to north, may span the gap between the California line and the head of the Willamette, both of which will be open to travel soon after June 1, providing weather conditions this year are normal. The through travel over the Pacific highway before June 1st, or even June 15 is not heavy.

Speaking from the standpoint of the autoists of Salem, Portland, Eugene, or any other Willamette Valley point, the Pacific Highway route through Cow Creek canyon is by far the most direct to California points and from the standpoint of comfort and speed is much to be favored. But there is also much to be said in support of either the coast route, or the McKenzie Pass-Klamath Falls route. For the tourist who is not balked by prospect of getting off the hard surfaced or macadam roads, and who wishes to get out and away from "everything" either of the two last named routes offer more in the way of interesting and unusual scenery than does the beaten path along the highway. Neither of the two routes are to be recommended, however, for the tourist

may make the trip. The distance between this city and Roseburg can easily be made in seven hours running time. The 150 miles of road—that is the approximate distance—are all included in the Pacific Highway and are well marked.

Turn West at Roseburg. The 63 miles between Roseburg and Myrtle Point are usually considered a day's drive for the driver not familiar with the road, especially early in the season. The coast road branches off from the Pacific Highway just south of Roseburg (the turn to the right being plainly indicated by signboards) and is easily followed to the junction of the Cammas Valley and Looking Glass roads. The Looking Glass branch is what is known as the old Coos Bay Wagon Road and is not usually open to travel until late in the season and at any time is dangerous for persons not familiar with the roads. At the junction of these two roads the one to the left is the one to take and from there on the main travelled road is always the right road and is easily distinguished at all times.

As far as Ollala, which was a stage station in the days of the horse drawn stages—and these are the only vehicles which travel a large part of this route during the greater part of the year even now—the roads are all rock surfaced and good time can be made.

Scenery Beautiful. A short distance beyond Ollala the road starts its climb up into the coast range mountains and as each mile is travelled the scenery becomes more wonderful and more beautiful. Cammas Mountain presents the first climb of any consequence, but the road here has been well laid out and the grade is gradual and mostly high gear work. From the top of the Cammas Mountain grade to Camas Valley there is between

(Continued on page two)

Provisions Of Revised Auto Fee Law Explained

Inquiries made almost every day of the automobile dealers and garages indicate that not all of the provisions of the new Oregon automobile tax law are clear to owners, or prospective owners. Therefore, the new schedule of license fees, which are to go into effect next year, are published for the benefit of Capital Journal readers as follows:

The registration fees for motor bicycles will be \$3 per year, for motor-cycles \$6, for electric pleasure vehicles \$18, for electric service vehicles under one ton capacity \$25, and for passenger automobiles as follows: Up to and including 23 h p \$15 Over 23 and including 26 h p 20 Over 26 and including 30 h p 25 Over 30 and including 36 h p 30 Over 36 and including 40 h p 45 In excess of 40 h p 50 The new annual fees for motor trucks will be as follows: One ton and not over 1 1/2 tons \$ 32 Over 1 1/2 and not over 2 tons 48 Over 2 and not over 2 1/2 tons 60 Over 2 1/2 and not over 3 tons 72 Over 3 and not over 3 1/2 tons 84 Over 3 1/2 and not over 4 tons 90 Over 4 and not over 4 1/2 tons 118 Over 4 1/2 and not over 5 tons 120

\$750,000 IN PAVING CONTRACTS TO BE LET Highway Commission To Open Bids On Many Projects At May 6 Meeting.

Three-quarters of a million dollars are involved in contracts to be awarded by the state highway commission at its meeting in Portland May 6. There is a list of 17 units of construction work comprising over 105 miles of road and including over 38 miles of paving. The units and character of work is as follows:

Grading and macadamizing Pacific highway, Benton county, Monroe to Lane county line, 5.24 miles in length; 18,000 cubic yards excavation; 6750 cubic yards rock surfacing. Grading, Pacific highway, Umatilla county, Oregon City to Oswego, 6.8 miles in length; 40,000 cubic yards excavation. Grading and macadam, Pacific highway, Douglas county, Comstock Pass creek section, one mile in length, 5000 cubic yards excavation; 2000 cubic yards rock surfacing. Douglas to Get Much. Grading and macadam Pacific highway, Douglas county, Leona-Drain section, 3.25 miles in length; 19,000 cubic yards excavation; 6000 cubic yards rock surfacing. Grading and macadam, Pacific highway, Douglas county, Oakland south section, 1.2 miles in length; 14,000 cubic yards excavation; 2400 cubic yards rock surfacing. Grading and macadam, Pacific highway, Douglas county, Roseburg-Winchester section, 2 miles in length; 9000 cubic yards excavation; 11,500 cubic yards rock surfacing. Grading and macadam, Pacific highway, Gilliam county, Arlington-Morrow county line section, 12.3 miles in length; 88,000 cubic yards excavation. Grading and paving, Pacific highway, Jackson county, Gold Hill-Josephine county line section, 12.8 miles in length; 24,000 cubic yards excavation. Grading and paving, Pacific highway, Jackson county, Ashland-Green Springs Mountain road, 5.85 miles in length; 24,500 cubic yards excavation. Paving, Pacific highway, Jackson county, Green Springs Mountains road-California line section, 14.8 miles in length; 11,000 cubic yards excavation. Junction Road Included. Grading and macadam, Pacific highway, Douglas county, Roseburg-Dillard section, 6.7 miles in length; 51,000 cubic yards excavation; 7500 cubic yards rock surfacing. Grading and macadam, Pacific highway, Douglas county, Jaques Place-Johns place section, 7.2 miles in length; cubic yards excavation; 4000 cubic yards rock surfacing. Paving Old Oregon Trail, Union county, Island City-La Grande-Hot Lake section; 6.5 miles in length. Paving West Side highway, Washington county, Hillsboro-Forest Grove section, 4.3 miles in length.

rough but dry, even slightly dusty in places. By returning down the valley over the west side highway, Dr. Pemberton had the opportunity of enjoying motoring "as it should be" in driving over the paved roads from Vancouver to Newberg.

Albany-Jefferson Link Of Highway Being Paved Now

Albany, Or., April 28.—Work on the

Short Jaunts For Hours of Twilight

Delightful driving, pretty scenery, good roads, and convenient picnic grounds are combined in the Salem-Falls City drive, which can be covered in a little more than a hour of moderate driving. The route out of Salem lies over the inter-county bridge and the main road to Dallas. Upon reaching Dallas turns to the right on Court street and at the end of the third block turn into main Falls City road. The road in all places is plainly marked and can be easily followed. The trip can be continued all the way to Falls City if desired, but beautiful picnic spots are to be found all along the road above Dallas. Good fishing is also to be had in the Luckiamute. If you desire to take a picnic lunch along and enjoy a meal in the open, there are many delightful wooded spots to be found all along the route.

first road paving project in Linn county has begun. Grading has begun about one mile north of this city on the Albany-Jefferson section of the Pacific highway, to be paved this summer. With this work under way and the state highway commission calling for bids on a similar improvement of the highway southward from Albany to Tangent, Linn county is assured of about 15 miles of paved road before fall. A proposed \$600,000 county road bond issue is to be voted on in June. If that carries extensive road improvement is sure.

By returning down the valley over the west side highway, Dr. Pemberton had the opportunity of enjoying motoring "as it should be" in driving over the paved roads from Vancouver to Newberg.

Albany-Jefferson Link Of Highway Being Paved Now

Albany, Or., April 28.—Work on the

COAST HIGHWAY WILL TAP RICH RESOURCES

Roosevelt Road To Open Big Market For Feed From Interior Oregon.

Tillamook, Or., April 26.—Though it is a fact not generally known, Tillamook county, the most productive dairy section of the state of Oregon, has to ship in hay and other forage for its dairy herds. On this account farmers of interior Oregon profited to the extent of \$100,000 in 1918. While the Tillamook section and the coast country in general boast as fertile soil as can be found anywhere the grasses used the United States \$2,000,000 worth winter fodder, for the reason that the product is more valuable for grazing dairy cattle.

Tillamook county was not the only coast county that proved to be a good customer of the alfalfa raisers of interior Oregon. All the rest of the seven coast counties purchased hay as well, though in smaller quantities.

The proposed Roosevelt highway along the coast would open up a great agricultural empire in that region, and in a few years millions of dollars would flow out to the hay producers where now only hundreds of thousands are spent by the dairymen. In 1918 Tillamook county sold three grown there are not converted into cheese and dairy products alone. This gives an inkling of what will be the result if millions of acres of land like that in Tillamook are opened up to cultivation and settlement through the medium of the Roosevelt highway. Based on what has been shown in Tillamook county, \$100,000,000 worth of

(Continued on page two)



The New Baby Has Arrived and It Was Named Before Its Arrival "Chevrolet" Baby Grand

This Baby has the unusual "Chevrolet" snap together with a whole lot of new refinements such as Genuine Pantisote Top Plate Glass in Rear Curtain; Genuine Leather Upholstering; New Stream Line Body; Hot Spark Manifold; All Moving Parts Enclosed; in fact a lot of things we have not the space to mention, except the price which is \$1305.00 f. o. b. Salem.

This Baby cannot be Duplicated for \$300 more money and we are willing to leave it to you after you see it and ride in it.

Our Store will be open Sunday and you are invited to call and take a ride in this peer of all cars at the price.

Salem Automobile Co.

Salem Phone 97 F. G. Delano Distributors Chevrolet Cars and Republic Tires Dallas Phone 14 A. I. Eoff

Case Kerosene TRACTORS

THE DEPENDABLE KIND—MOST EFFICIENT TRACTOR ON THE MARKET. BUILT AND GUARANTEED BY THE OLDEST MANUFACTURERS OF ENGINES IN THE COUNTRY, IN STOCK AT

Lot L. Pearce & Son 236 NORTH COMMERCIAL STREET

Trip To Washougal Made In Good Time—Roads Passable

While he admits that touring is not at its best in this part of the country at just this time of the year, Dr. J. E. Pemberton, who returned Tuesday from a trip to Washougal, Washington, in his El-in Six, says that most of the roads are in good shape for so early in the season and there are no obstacles in the path of motorists who wish to invade Portland, or southern Washington from now on.

During his trip Dr. Pemberton struck all kinds of weather and many rough spots. Leaving Salem Saturday, when showers were an hourly occurrence, he drove to Portland over the east side route and from there crossed over into Washington at Vancouver. The Clarke county roads, from Vancouver to Washougal by way of Camas, he reports