

# FINEST BOULEVARD IN NORTHWEST PLANNED TO GEARHART

## Permanent Organization Will Be Effected Labor Day Following a Run to Objective Point Under Auspices of Portland Automobile Club.



Columbia River Along Route of Highway

"GROWING out of the organization which will form at Gearhart Park September 2, there will some day be constructed between Portland and the mouth of the Columbia River the most beautiful boulevard of the Pacific Northwest," said Julius L. Meier yesterday.

"The time has come when permanent work on such a highway must be taken up. As the route lies through a sparsely-settled country, outside aid will have to be given if appreciable progress is made. That this outside aid may be secured, we will organize at Gearhart Park Labor Day the Lower Columbia Boulevard Association. Official and business representatives of four counties will be brought together at that time, and we will lay a foundation which will rapidly take the form of permanent road construction.

"That the event may be properly observed, I have urged President Clemens, of the Portland Automobile Club, to have a great run to Gearhart Park September 1, which is Sunday. He has kindly consented, and is actively getting up the largest party of the kind yet taken out of Portland. After naming me chairman of the committee on arrangements, he has filled out the work force for the run by putting on it O. W. Taylor, Frank C. Riggs, W. J. Clemens and E. Henry Wenme."

This automobile run through four counties in the northwestern part of Oregon, which is the second year of the work in behalf of the permanent Columbia boulevard. One year ago Julius L. Meier led a party of Gearhart Park, returning to most of them scenic attractions they never appreciated could be found on the route. Following that excursion he got in touch with the commercial clubs and County Courts of Clatsop and Columbia Counties. In an effort to organize a highway association. All along the river the sentiment was found strong, and would have resulted in the association being formed earlier but for the fact of other work interfering.

**Tourist Value Immense.**

"The time is ripe for action now," said Mr. Meier. "Portland should have a perfect highway to the sea. It would be an asset of inestimable value to the city in opening to tourists natural attractions. Our people by the hundred would be delighted to spend their Sundays and holidays in a trip of such beauty and refreshing rest. I cannot see why it should be so long in coming to pass that the boulevard ultimately to lead out of the city.

"As the country is now developed, it has no sufficient wealth and strength to build the highway needed, without aid. Our association is to devise ways and means to furnish this aid. No specific method has been determined upon, but we will find it when we get settled down to work. I have in mind a number of plans which will be submitted to the association, and know that some of the other members are determined to see the boulevard constructed also have thoughts on the subject.

"What we want to do first is to get the permanent route selected. That is not an easy task, in view of several considerations pending. When the route has been chosen by the majority of the survey, to which all future work may conform. This will give uniformity to the project, and as the units are finished complete the chain. Portland will aid in such a work, when the

scheme is properly presented. There are large companies, with heavy interests in the district, to be penetrated, which will also extend aid when they realize that a permanent policy has been fixed upon. Ultimately a party may get state aid under some of the road bills pending, and possibly have a state rock crusher operated somewhere along the route. All these are country dreams which are to be taken up when the association is formed and we, who have made a special study of the country and the temper of the people affected, are confident that progress will be steady.

**View Is Charming.**

"No more charming prospect could be conceived by man than this region down the Columbia. I have ridden over much of it in an automobile and believe it capable of wonderful development. Combining scenery to be found along the river and in the low hills with the agricultural and horticultural possibilities, we have the two elements which should bring city and country together in one determined effort."

To get the Lower Columbia Boulevard Association on a sufficiently broad foundation, it is the purpose of Mr. Meier and his associates to have the county courts and commercial club representatives present from Washington, Clatsop, Columbia and Multnomah counties at the meeting to be held Labor Day at Gearhart. Judge Cleston, Commissioners Lightner and Hart, and Road Superintendent Chapman have already accepted the invitation, and assurance has been given that the members of the county courts from the other three counties will do likewise. All these officials are to be taken as guests of the Portland Automobile Club party which will make the run to the sea. Going to Gearhart the party will take the Germantown road near Linnton, cross the northern end of Washington County, enter Columbia and proceed to Mist Pass through the Nehalem Valley into Clatsop, to Astoria and thence to Gearhart Park. Returning, it is planned to ship the automobiles back by freight train and come on the Astoria & Columbia River line, that the district immediately adjacent to the river may be viewed. This tour would make the party cover both the possible routes, which are up for selection in surveying for the final permanent boulevard.

Strong following for both these routes is developing among the good roads enthusiasts. Some clamor for the route which would follow the shore line of the river, to get the benefit of the scenery there, and to open the lowland agricultural districts adjacent to the Columbia. Others believe that this route would be too expensive of construction, and that, for the time at least, all improvement work should be centered on the route further interior, which will be taken in going to Gearhart Park.

**Route Decision Important.**

After organizing the association, one of the first duties to be taken up will be choosing the permanent route. It is the purpose to have all districts fully represented when this choice is made, for after a location has been determined upon it is probable that it will be retained for years. There are heavier agricultural interests along the interior route than adjacent to the river line, and development of these may prove an important consideration in selecting the route. Reclamation of overflow lands along the Columbia, sawmill operations, fisheries, dairy districts and other interests are urged as powerful factors pleading for a permanent boulevard on the water-level route of the Columbia.

To get this important work properly



Scene in Nehalem Near Jewell

Actual Road Scene in Nehalem Country

ly launched it is the purpose of the Automobile Club to have a large delegation on the run September 1. Chairman Meier and his assistants say that about 30 owners of machines have already signified their purpose of going,

A much greater number is desired. Relatively few of the Portland businessmen indulging in the luxury of an automobile are familiar with the country between Portland and the sea. All these will be urged to join the run,

and take part in the Labor day meeting at the big Gearhart Hotel. Preliminary arrangements for the journey announce that departure will be from the Oregon Hotel at 6:30 A. M. Sunday, September 1. The first run will be down the Lannton road, until it intersects the Germantown highway. The latter is to be followed through Northern Washington County into Columbia, through the Nehalem Valley to Clatsop, thence to Astoria and thence to Gearhart. Astoria will probably be reached by 3 o'clock. In the afternoon, and Gearhart, a distance of 137 miles from Portland by automobile road, by 5 o'clock in the afternoon. Orders have already been placed for a dinner, and the hotel management has given assurance that the entire delegation will be given accommodations if notified of the number.

**Return Trip Set for Monday.**

Monday morning the meeting will be held. All desiring to ship their machines back by freight will be permitted to do so by the Astoria & Columbia River line, under special arrangement already made, and these owners will take the train back to Portland that afternoon or evening. Others will drive back to the city over the same route taken in going to the sea, devoting the entire day to the journey, as it is Labor day and no business will be transacted in Portland. All who come back by train will make a special study of the route along the river, that they may be the better informed on the task of selecting between the two available routes.

Since the run was made over the

interior route last year, under the guidance of Mr. Meier, there have been several improvements made in the highway by local authorities. This run revealed to them the possibility of attracting a large amount of traffic, and they immediately proceeded to improve the condition of the main thoroughfare. The stretch between Buxton and Banks has been made far better for machines, and down on the hill section between the Summit and Jewell, the Clatsop authorities have been energetically changing a ditch to a good road.

All the county officials invited to make the run as guests of the Automobile Club and business men planning to organize the boulevard association, will be taken in here at Portland or en route. The four Multnomah officials are to join the party here, Columbia County's Judge and commissioners will be given the option of coming to Portland to take the automobiles or proceeding from St. Helens to a junction with the route taken by the party. Washington County's officials will probably come to Portland, or may join while the party is passing through that county. Clatsop's Judge and commissioners are to be taken up at Astoria.

Road supervisors and the representatives of all commercial bodies in the four counties are also invited to attend the meeting and to become members of the association. It is the hope of the organizers when organization is perfected, they will be urged to come in as soon thereafter as possible and join in working out one of the most important road problems of this part of the state.

G. F. Beck will start Monday on a trip over the route to work it thoroughly and check up the mileage. He will be in the hands of the committee later in the week for guidance of the automobile party.

## EFFORTS TO FIRE CHOLERIC SCOT CLOSES UP PRESIDIO GOLF LINKS

### Members of Exclusive Club Using Government Property Get Setback—Mrs. Vanderbilt's Latest Fad Astounds McNab—Bohemians Entertain Lambs at San Francisco.

SAN FRANCISCO, Aug. 17.—(Special.)—Great is the mourning among the men and women who have done their golfing on the Presidio links and their firing on the plaza of the Presidio Golf Club. The stern decree of the unsympathetic Secretary of War has at one fell stroke of the pen deprived them of their principal interest in life.

Much has been heard of the executive order which exiled the golfers from the Presidio links, but the real reason for the dreadful decree, that thunderbolt from the blue, has not been told.

A pretense has been maintained throughout the imbroglio that the golfers were trenching on the convenience of the soldiers. Of course that is nonsense; the Presidio is big enough to accommodate both the men who shoulder arms and the enthusiasts who swing clubs. The real story of why the Presidio was lost to the golfers is very simple.

A choleric Scotchman who lives near the Presidio was in the habit of indulging in his National pastime on the Presidio links although he had not gone through the formality of joining the Presidio Golf Club. To his credit, he said that though he used the links, he did not attempt to trespass at the clubhouse.

But the members of the club resented the choleric Scotchman's presence just the same, and there were many complaints. Finally, the secretary of the club was emboldened. He heaped the intrusive golfer and told him the links were maintained by the Presidio Golf

Club, pointing out delicately that the stranger's name was not on the club roll.

"This is Government property, ain't it?" demanded the Scotchman.

"It is," admitted the secretary.

"Then I'll play golf on it as much as I darn please," snapped the Scotchman, calculating his next shot.

The secretary was in despair. But he chanced to meet a fire-eating major who is stationed at the Presidio and likes his few holes of an afternoon. And the man of Mars went after the Scotchman, who chanced to be still on the links.

"Get off the course," commanded the Major.

"Go to Tophet," retorted the Scotchman.

The Major was angry and threatened that unless the Scotchman left he would call out a regiment of cavalry.

The Scotchman looked at the Major, saw that he meant business, and left the course. But he had his revenge. He wrote to the Secretary of War, as a result of that letter, the Presidio Golf Club became a thing of the past.

but no satisfactory contract could be made at long distance, so McNab went to New York to transact the business. It was not an easy thing to do, McNab was referred to her attorneys, who were evasive, when he persisted in asking for a personal interview with Mrs. Vanderbilt. Finally he appealed to Clarence Mackay and after some time the interview was arranged.

McNab was led to a drawing-room in the Vanderbilt mansion and waited. In the due course of time, the hostess appeared and greeted him cordially. She shook hands, said a few nice things about California and suddenly sat down on the floor, at the same time inviting James McNab to sit down. There were no chairs, but a few nice things were strewn about on the floor. The interview proceeded, hostess and guest facing one another like two Turks.

After it was over, McNab, considerably mystified, asked his sponsor for some information on the peculiarity of Mrs. Vanderbilt's seating arrangements.

"Why that," said Mackay, "is the way King George received native Princes in India. It's the latest from the other side."

Further, McNab learned, it was a popular custom in the New York smart set.

**Hall of Fame Starts Things.**

The Native Sons and Daughters of California are going to have a hall of fame in their new building wherein to perpetuate the memory of those pre-eminent Californians who have done things toward increasing their state's glory.

The idea, of course, has given rise to more or less humor in the way of

lists suggested. One of the daily papers suggested some names and among others those of the twin brothers, who, according to certain people, are not natives of the state. There are some artists in the state, although not one of them is as well known as "Ted," whose name isn't mentioned.

It has been suggested that a revision of the list should be made and such names as James J. Corbett, Bill Lange and Hal Chase, ballplayers, and General Jim Smith be added. Let us honor the men who have done things who have figured often in the front page stories and on the bulletin boards. Was it not Corbett who dimmed the glory of Boston? Didn't Bill Lange make the world forget Kelly and Anson?

and shedding his shoes, he did a Spanish gyration in his stockings which was hailed with wild delight.

**Pageant Planned for Great Fair.**

If Charles C. Moore, president of the Panama-Pacific Exposition Company has a hobby in connection with the world's fair, it is the pageant hobby. Moore is strong for big spectacles and if he has his way there will be pageants here in 1915 that will rival the Indian Durbar.

In line with this idea, F. R. Benson, the chap who has devoted his talents to the stage, is coming to prepare a pageant that will tell the story of the triumph of Anglo-Celtic civilization.

The pageant will probably begin with the development of free institutions under the Anglo-Saxons. Then will be shown the Magna Charta, the convocation of the first Parliament and other incidents until the departure of the Pilgrim Fathers. There will be scenes showing the American Indians, the advent of the Spanish conquistadores, the Spanish Missions, the Argonauts, the rush across the mountains during the gold fever and the founding, destruction and rebuilding of San Francisco.

**Novel Wedding Souvenir Forthcoming.**

Photographs of the bride and groom taken immediately after the ceremony, are about ready for distribution by Mr. and Mrs. Whitman to 200 guests who were at the wedding breakfast.

The idea of this souvenir of her wedding was Mrs. Whitman's. The album is to contain 30 photographs, including views both at the church wedding at San Mateo and at the country place, Uplands. These books of pictures are said to cost in the aggregate \$10,000, or \$50 per album. There are three different pictures of Jennie Crocker in her bridal costume, for which she posed the day before the wedding. These, together with a picture of the bride and groom, taken immediately after the ceremony, are the first four in the book. One shows Bishop Ford Bichols performing the marriage ceremony. And what is an important factor Mrs. Whitman has

been very successful in keeping the pictures from publicity pending the time when her 200 friends shall get their copies.

**SCHOOL DISTRICT IS SPLIT**

Clark County Directors Erect Two Buildings to Placate Patrons.

VANCOUVER, Wash., Aug. 17.—(Special.)—Not being able to agree upon a school site, where a central school could be built for the district, the Directors of District No. 39, in Clark County, determined to erect a building for each of the two contending factions. Each building is exactly alike, will be the same size and will cost \$4500.

One will be near the brickyard, four miles east of this city, and the other will be two miles further north. The contract has been let to L. J. Minter and the papers were signed by the School Board tonight.

Originally there were two schools, an old one in the north side of the district and the other one near Elksworth, which was burned a few months ago. Jav V. Pike, County Superintendent, made a vain attempt to get the patrons of the schools to agree to a large central building, but it was impossible to have either faction yield.

The buildings must be completed within 90 days, of wooden construction and will be modern.

**AMBROGETTI IS PUZZLED**

Naturalized American Wonders at American Law and Wonders.

KLAMATH FALLS, Or., Aug. 17.—(Special.)—Tommaso Ambrogetti, native of Italy, naturalized American, is not quite sure he is pleased with the laws and customs of the United States. He is a first-class stone mason, and his first experience with law here was on a contract with W. L. Clarke, for the

construction of the foundation of Mr. Clarke's residence.

There was some trouble over the settlement and Mr. Clarke had Ambrogetti arrested for threats to kill and bound over to keep the peace. The Italian sued for what he claimed due, and in the hands of a jury he lost with costs to pay. His next experience was with George C. Clark, the contractor for the Government dam across Lost River for whom he paved the bed of 175 river below the dam. They also had Ambrogetti arrested, and again Ambrogetti lost.

Recently he had a fellow-countryman, Frank Dodani, arrested for threats to kill, and again lost, as the policeman testified that Dodani had no weapons when arrested.

The last trouble grew out of a bill of groceries which Dodani says he ordered for Ambrogetti, and on which he also paid the freight, and which he says Ambrogetti has failed to pay after repeated requests to settle.

Ambrogetti thinks there is no show for justice in America and threatens to shake the dust of this land from his shoes and return to his native land.

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### Mayor Appoints Temporary Crew for New O.-W. R. & N. Bridge.

The City Executive Board Friday authorized the appointment by Mayor Ruzhlight of a crew to operate the new O.-W. R. & N. bridge. The Mayor appointed O. J. Laird foreman, and Patrick O'Halloran, Joseph T. Beeman, J. L. O'Connor and J. H. Adams. This crew will be temporary, the positions to be filled permanently by men selected from a civil service commission eligible list which is to be secured by an examination in the near future.

The Mayor will favor old men for the positions inasmuch as the work is of a nature that physical qualifications are not essential. One man appointed on the temporary crew is 78 years of age.

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