



HIGHWAY TO THE SEA IS SOON TO BE BUILT

Graceful Highway, Now Assuming Definite Form, Will Awaken Portland and River Towns — the Scenic Marvels of the Lower Columbia—Vast Farming Country Will Be Opened to Settlement—Completion of Boulevard Will Mark Realization of Years of Effort and Will Be One of Western Oregon's Greatest Assets.



A Stretch of Road and Beautiful Scenery

Through the Forests of Columbia County

A WIDE, graceful trunk highway from Portland to the sea along the south bank of the Columbia River, another highway of the same sort down the seashore to Nehalem City; still another leading back through Clatsop, Columbia, Washington and Multnomah counties to Portland; long, well graded feeder roads draining to the trunk highways from all parts of Northwestern Oregon. These are the parts of a wonderful highway system which is to be Oregon's within the next few years.

Sounds like a tremendous undertaking at first, doesn't it? But it is thoroughly practicable, roadbuilders say, and it is only a matter of time until it will be an absolute necessity to open up to the markets of the world one of the richest agricultural and dairying countries in the United States and to open up to the tourist and the autoist a country rich in scenic marvels.

The first unit of the big project, the highway down the Columbia from Portland to the sea, seems almost a certainty for the near future. Behind it now are the roadbuilders, the business men, the farmers and the good roads enthusiasts of Portland and a score or more towns and communities between Portland and the sea. Money is being raised to pay the cost of the survey of the route in Columbia County.

With this settled, the way will be clear for the tax levies and bond issues which will be necessary along the line in the three counties to put the highway through. The commercial feature of the highway is considered the real important factor, although the scenic and tourist feature is not being overlooked. The real need and the real hope is to have a trunk highway extending on an easy grade down through the fertile valleys of the Lower Columbia to tap the marvelous districts which await only the touch of the plow and the harrow to make them lands of plenty. Without the highway they are of little value. With the yawning market in Portland open to them by way of a good road they will become among the most valuable farming districts in the state. The increase in the value of farm land will pay three or four times the cost of the highway.

The Columbia Highway alone is not expected to bring about all the marvelous changes, but it will be the foundation. Of great benefit also to the vast districts will be the feeder roads which will drain from the valleys down into the trunk way, much the same as rivulets drain down into a river. The trunk highway is the first consideration, the feeders being secondary. They will spring up in thousands as soon as they can get an outlet to a market.

The Columbia Highway as tentatively planned will be one of the most wonderful roads in the country. Ultimate plans call for a highway 24 feet in width, of permanent material, graded down to as near level as practicable and laid out as straight as possible from Portland down through the forests, the hills, the tidelands, the valleys and the mountains of the picturesque Lower Columbia to Astoria, and from there down the beach through Gearhart and Seaside to Nehalem City. For the present it is planned to construct the road of macadam, leaving the paving for future consideration.

The highway will lead from Portland northerly over the Linnton road through Linnton, Holbrook, Scappoose, Warren and Houlton to St. Helens, whence it will lead through Columbia City, Deer Island, Caples, Reuben, Gobie, Rainier, Hudson, Ladu, Maygers, Quincy, Ingalls to Clatskanie down to Astoria, and from there westerly to Warrenton and south to Nehalem. At present there is a road as far as Clatskanie, but it is practically impassable at certain points during the winter months. An occasional automobile makes the trip in dry weather, but it is considered difficult and unpleasant as well as unsafe.

From Portland to the city limits of Multnomah County, a distance of 18 miles, the road is in good condition. From that point the road is in fair condition clear through to St. Helens. From St. Helens the road extends to Columbia City, a distance of three miles. A turn is made there and the course leads down in to the Deer Island country, where natural beauties and wonders abound. The road at present winds through dense forests, carpeted with ferns and moss, with here and there a small creek trickling over the rocks and clay. It is the plan to extend a straight road through this district, eliminating many sharp curves and bends which are a part of the winding road of the present.

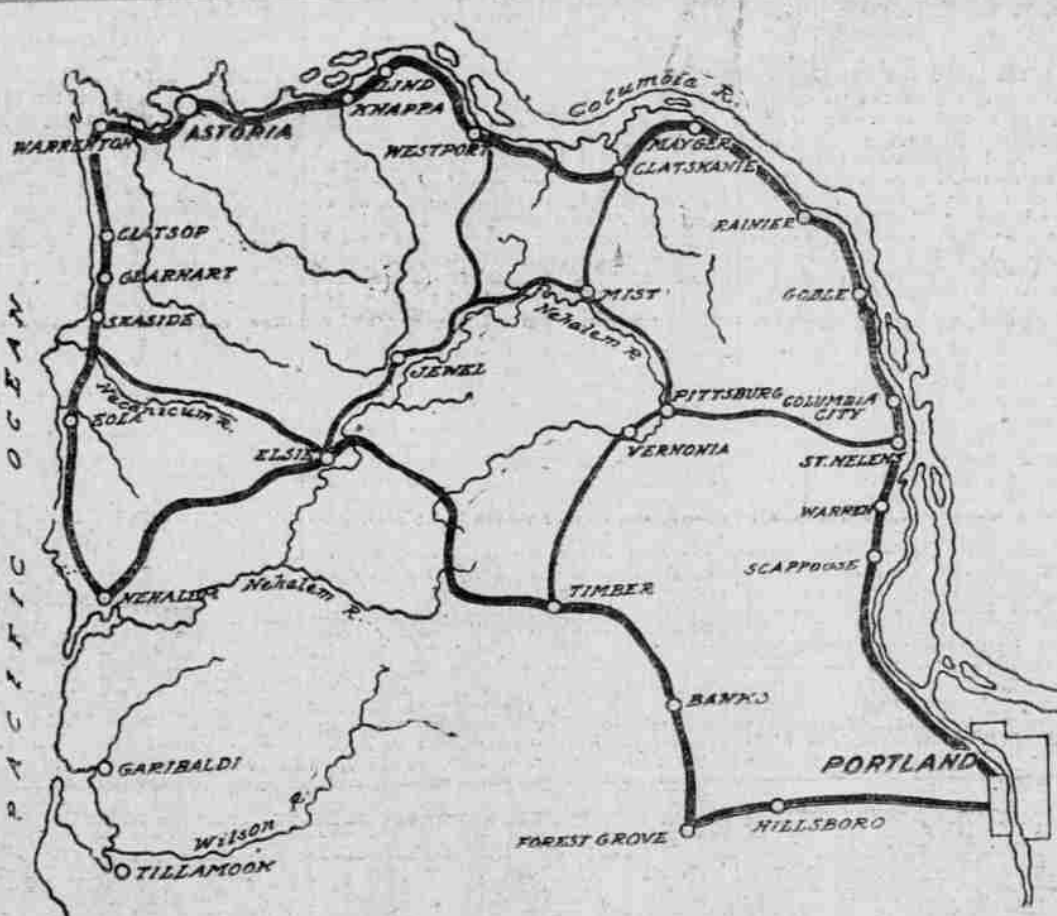
From Deer Island the road now leads to Gobie, a distance of six miles. The way here is very poor, being practically impassable after a rain of any consequence. The entire new road from Portland to Gobie will be on a water level, it being possible to avoid all hills and uplands with a proper survey.

At Gobie the road now leaves the Columbia River and goes back into the woods over a hill and divide, a distance of ten miles, to Rainier. It is necessary to go ten miles to get from Gobie to Rainier, a distance in a straight line of five miles or less. Instead of following the old course, the new highway will follow along the river bank, rising to a height of about 200 feet on a 4 per cent grade. A mile or two of the construction here will be very expensive. A series of bluffs, over which the road will have to pass, are directly across the Columbia from Carroll's Point, where the State of Washington recently completed a road over almost the same size and variety of hills for \$10,000.

From Rainier the present road now proceeds up an 8 per cent grade in a roundabout way through Delena, in the hills far back from the river, and then circles back to the river at Maygers. A good survey would shorten the distance a great deal. The new highway between Rainier and Maygers will continue along the river, encountering nothing steeper than a 4 per cent grade.

In the uplands about Gobie, Rainier and Maygers beautiful views of the Columbia River and the valleys and mountains of Oregon and Washington can be had, in addition to unusual natural beauties in the forests and woods through which the road winds. From Maygers the road at present runs to Quincy encountering steep hills. All through this country the roads are fairly good in dry weather, but are impassable in wet weather.

At Clatskanie the present road branches off to the south, leaving the river and mounting the divide between the Columbia and the Nehalem rivers at an elevation of about 1300 feet. It extends to Mist and from there to Astoria. A road which is in fair condition extends down the river from Clatskanie to Wauna, a distance of 15 miles. The new highway between Clatskanie and Astoria will not branch off at Clatskanie, but will continue straight down the river to Astoria, where it will turn west to Astoria, and from there south to Warrenton and south to Nehalem.



Map of the Country Benefitted by the Proposed Columbia and Nehalem Highways.



A River Scene Along the Proposed Highway.

the Columbia, passing through some rough country, but encountering no heavy grades. It will go through the towns of Marshland, Westport, Wauna, Albert, Blind Slough, Knappa, Swensen and Fern Hill. Roadbuilders of Astoria have already started construction on a stretch of 35 miles of the road between Astoria and Clatskanie, which is in good shape where finished. The greatest country along the road to be developed is that between Clatskanie and Astoria. Miles after miles of tidelands are awaiting reclamation for agriculture, yet it stands idle for want of transportation facilities. Small roads are possible, but they are worthless to this district without an arterial way to the markets. Fruit experts say that the hills back of Gobie, Maygers and Clatskanie are as good for fruit growing as the hills and valleys of Hood River. Vast stretches of dairy land are found about Maygers, Clatskanie and Astoria. Thousands of acres of tidelands are awaiting reclamation for agriculture, yet it stands idle for want of transportation facilities.

omment between Clatskanie and Astoria. One company is now reclaiming 12,000 acres near Maygers and the work is thoroughly successful. There is much more of the same class of land available. There are also some large timber interests in the district. Near the mouth of the Columbia, within the range of the new highway, are some of the largest lumber camps in the world, which would be a great attraction to tourists.

Where the Road Skirts the River Front.

From Astoria the highway will extend westerly across Young's Bay to Warrenton and from there south to Gearhart and Seaside, a distance of 20 miles. The road from Astoria to Warrenton is already built and it is said to be in excellent shape. There is now a road to Seaside through Gearhart, but it is said to be poorly laid out and would not do for the arterial highway. The road from Astoria to Seaside will be a part of the Columbia highway, but will be known as the Coast highway. It will serve a large dairying and agricultural district as well as a district with every advantage for Summer beach resorts.

The Coast highway will extend from Seaside south over the Elk Creek Road to the head of Cannon beach, where it is possible to drive on the sandy beach at the head of the breakers for many miles. This beach road has been said by State Highway Engineer Bowby to be the most wonderful road in the country. It is resurfaced by the ocean twice a day.

Commencing at Nehalem the second great arterial highway will extend up through the wonderful interior country of Northwestern Oregon. Leaving Nehalem the highway will run in a northeasterly direction through the picturesque and fertile Nehalem Valley of Mist. From there it will be possible to branch off and go either to Clatskanie to join with the Columbia River highway or to Pittsburg, and from there to St. Helens or continue on the Nehalem Valley road to Portland, by way of Buxton, Banks and Hillsboro. Eventually this boulevard will extend beyond Nehalem, perhaps across the bay and down into Tillamook. On the Coast highway there are only three miles of road to be built to connect up a straight and perfect highway extending a distance of more than 100 miles.

There are parts of the Nehalem Valley highway which are in good shape at present, but there are other parts which are almost impassable. Nearly the entire route is through country of wonderful beauty. Graceful valleys, low rounding hills covered with forests, wide rivers, picturesque farms fringed with forests and rugged mountains, beauty hard to excel. These are to be found all the way from Portland to the sea on any of the proposed trunk highways.

From a commercial standpoint the district cannot be excelled by any other part of the state. Vast valleys, long sloping hillsides and extensive uplands need only the touch of the magic highway wand to cause them to blossom forth with abundance.

Estimates or approximations of the probable cost of the Columbia River highway fix the sum at \$1,000,000. This cost would mean the establishment of the road on a grade not to exceed 4 per cent at any place, with a heavy macadam or crushed rock base. In other words, the road with a paved wearing surface 16 feet in width could be built from Portland to the sea, an approximate distance of 100 miles, for \$1,000,000.

The cost of the highway will not be that much to begin with. It is the plan to build it in stages.

first to lay macadam only. The first ambition of the roadbuilders will be to get a grade as near perfect as practical and lay the macadam base so that it will never have to be disturbed. With this done the base is always there for the laying of a redress pavement.

Feeder roads draining into the trunk highways will come quickly with the completion of the Columbia trunk. These roads will lead from the farm to the main highway and the main highway will lead directly to the market. The road will open up transportation facilities to competition. Auto trucks will call at farms for milk, cream and produce, as in England, and deliver supplies to the farmer. Persons interested in the Columbia project say that the time is not far distant when huge sight-seeing automobiles will be plying along the principal highways of the country competing with trains.

This has been the experience in England and other foreign countries and it is said it will come in this country. Already Portland has one auto bus line running to St. Helens, along the first part of the new highway. This line carries passengers in competition with the railroads at a rate of 21-3 cent a mile, and it is said to be a profitable business for those operating the machines.

Those who are already supporting the arterial highway system point to the success of the good roads built in California. In addition to opening up scenic routes for tourists and travelers, the roads opened the gates for agricultural and general farming growth which has meant hundreds of millions of dollars to California. The opportunities for both scenery and resources in California are said to be far outclassed in every way by the scenery and the resources of the lower Columbia, where is to be the beautiful new trunk highway.

Ways to Foil Tobacco

Maeterlinck has discovered a substitute for tobacco. Some years ago, according to his eulogist, Gerard Harry, he was unable to work without the inspiration of his pipe. "If he has not overcome the need, he has outflanked it. Smoking, he noticed, had lost its virtue as a stimulant, and instead of rousing the brain to activity, as at first, had come to disturb its functions; so now, in lieu of ordinary tobacco, he fills his bowl with a delicately prepared, tasteless, indeed, but harmless. His pipe is still always alight when the pen is busy, but it is hardly more now than an innocent subterfuge intended to cheat and so satisfy an irresistible mechanical craving."

That mechanical craving that Maeterlinck got over is a common one. My own father—with a twist toward horses—used to walk about with a bit of straw in his mouth. I have traveled across the Atlantic with a man who could not get along without a "cold cigar"—and the one lasted him from Liverpool to New York. And these notes are written by a smoker with a cold pipe in his mouth. I want a pipe, but the tobacco in it amounts to about a quarter of an ounce a week. —London Chronicle