

# HIGHWAY TO HORSETAIL FALLS NOW READY FOR INSPECTION

Columbia River Route Festivities Tomorrow Will Be Marked by Participation of Throngs—Stretches Closed for Improvement Are Short—Programmes Will Be Held at Scenic Points.

**T**HE Columbia River Highway is all ready for its big house-warming party tomorrow.

Those who join the inspection day throngs out to see the road by auto or journeying by train to three of its finest scenic points—Benson Park, Multnomah Falls and Horsetail Falls, where they will have lunch and bands will play through the afternoon—will find the wonderful highway all they have dared to expect, and more.

A reporter for The Oregonian and camera man, who went over the inspection day route a couple of days ago, found the road in splendid condition for travel.

Of course, the highway is not all hard-surfaced yet. It has been only two months since work began, and the paving of the whole highway will not be completed until December; some of it, over fills which should have another year to settle, not until next summer. But the "hot stuff," as the paving men call the steaming hot bitulithic mixture, has been put down on 2 1/2 miles of the highway, and the pavers are going ahead at the rate of 5400 yards (about 2600 lineal feet, or half a mile) a day.

The paving is not continuous, but is laid in sections, gangs on the different sections working at both ends and towards each other. There are now five plants, including rock quarry and mixing plants, and five complete gangs, employing in round numbers a total of about 1200 workmen along the highway. Each of these gangs is an active center of paving work.

**Closed Stretches Are Short.**

There will be no long closed stretches of the highway tomorrow in a few places, all before Crown Point and the real Columbia scenery is reached, there are short stretches where the old road is used for a few hundred yards, while the new one is getting its paving coat.

But for inspection day, the detour by way of the old road on top of the hill, with its wretched grades and hair-raising curves from just this side of Crown Point to Latourelle, is officially abolished. Autoists will be permitted to drive on the real highway from the top of Crown Point down the beautiful "Hairpin Curve," or "Figure Eight," as it is also called, where the road twists and turns by easy grades above itself four or five times in the width of a few hundred yards.

This stretch has been closed for several weeks while the pavers were busy on it, and it will be closed again for a time after inspection day. The reporter and the camera man had the good fortune to be riding over the highway in an official car, so did not have to make any of the detours. It was amusing at times to see the alacrity with which watchmen, stern-faced at the weary job of shoofing another autoist on his way, let down the bars and beckoned to come ahead when they saw the official sign.

**Going is Generally Smooth.**

In between the sections of completed pavement the going, contrary to what might be supposed, is generally smooth and the road fast. In places the soil has become so hard packed that it is almost a hard surface in itself. Where loose rock, which made traveling bumpy in places early in the year, the many cars and heavy auto trucks now using the road have worn them down and smoothed off the surface.

The longest stretch of completed pavement now on the highway extends from just beyond Oneonta Gorge past Horsetail Falls, and beyond, a distance, as measured by the speedometer, of 3.2 miles. And what a stretch it is! The instant temptation is to open the throttle and hit her up!

The new pavement is so smooth to the roll of the wheels that it's like a spin on polished glass with an air cushion beneath it. As the chauffeur sagely remarked:

"They'll need about ten motorcycle cops along here to hold 'em down!"

**Road Open to Horsetail Falls.**

The highway will be open for the inspection day crowds as far as Horsetail Falls, which is roughly speaking about 14 1/2 miles up the Highway from its beginning at the Portland Automobile Club on the Sandy River. Speedometers will register 26 to 27 miles from Portland when the cars reach there, taking into consideration the rather circuitous route just now necessary to get on the Highway.

This route, as originally planned by J. B. Yeon, roadmaster, was to follow the Sandy road to the Barker road, which is some nine miles from the Courthouse, thence across to the Base Line road, and thence after considerable winding about and running up one crossroad and down another, to the Columbia River Highway itself at the Automobile Club.

The Base Line road, however, for the last three or four miles this side of the Troutdale road, 16 miles from Portland, into which it runs, is pretty badly torn up with ruts, ruts and ruts, and for half a mile this side of the Troutdale road with extensive regrade work, which involves a cut 22 feet deep and a fill of the same depth.

**New Route is Mapped Out.**

Mr. Yeon accordingly has mapped out a new route which insures smooth riding all the way to the Columbia River Highway. This route is as follows:

Out the Sandy road to the Rockwood road, which is some distance beyond the Barker road previously mentioned. Here autoists will turn south on the Rockwood road and cross the Base Line road to the Section Line road, a distance of about 2 1/2 miles. The Section Line road is now in very good condition. The route then follows this road through Gresham, and thence over other good dirt and macadam roads to the Auto Club, Sandy bridge and the Highway.

Already 5 1/2 miles have been paved on the Sandy road and 4 1/2 miles on the Base Line road.

In addition to the hundreds of private cars, expected to make the run tomorrow, and the auto trucks in which several business houses will send their employees on the trip, six special trains with accommodations for 500 persons will leave the Union Depot for Benson Park, Multnomah Falls and Horsetail Falls at 3 o'clock in the morning over the O. W. R. & N. Returning, these trains will leave for Portland at 5 P. M. Round-trip tickets for adults will be 65 cents and for children 35 cents.

Free coffee, cream and sugar will be served at each of these three reception points. Frankfurter sandwiches, soft drinks and ice cream cones can be bought for 5 cents apiece.

At Benson Park, dedication exercises in connection with the formal taking over by the city of Mr. Benson's splendid gift will be held right after lunch. Madame Jonell will sing and McElroy's Band will give a concert.

At Multnomah Falls there will be music by the Elks' Band and a special athletic programme with 40 prizes. The Portland Fire Department Band will play at Horsetail Falls.

The Portland Ad Club, which was the originator of the inspection day plan and is in charge of the details, expects to handle fully 10,000 persons at these three points. The Ad Club headquarters in the Northwestern Bank building will be open all today for the sale of tickets. Persons desiring other information should call A 1357 or Main 1295.

## CAPTOR OF CUB IS CHASED

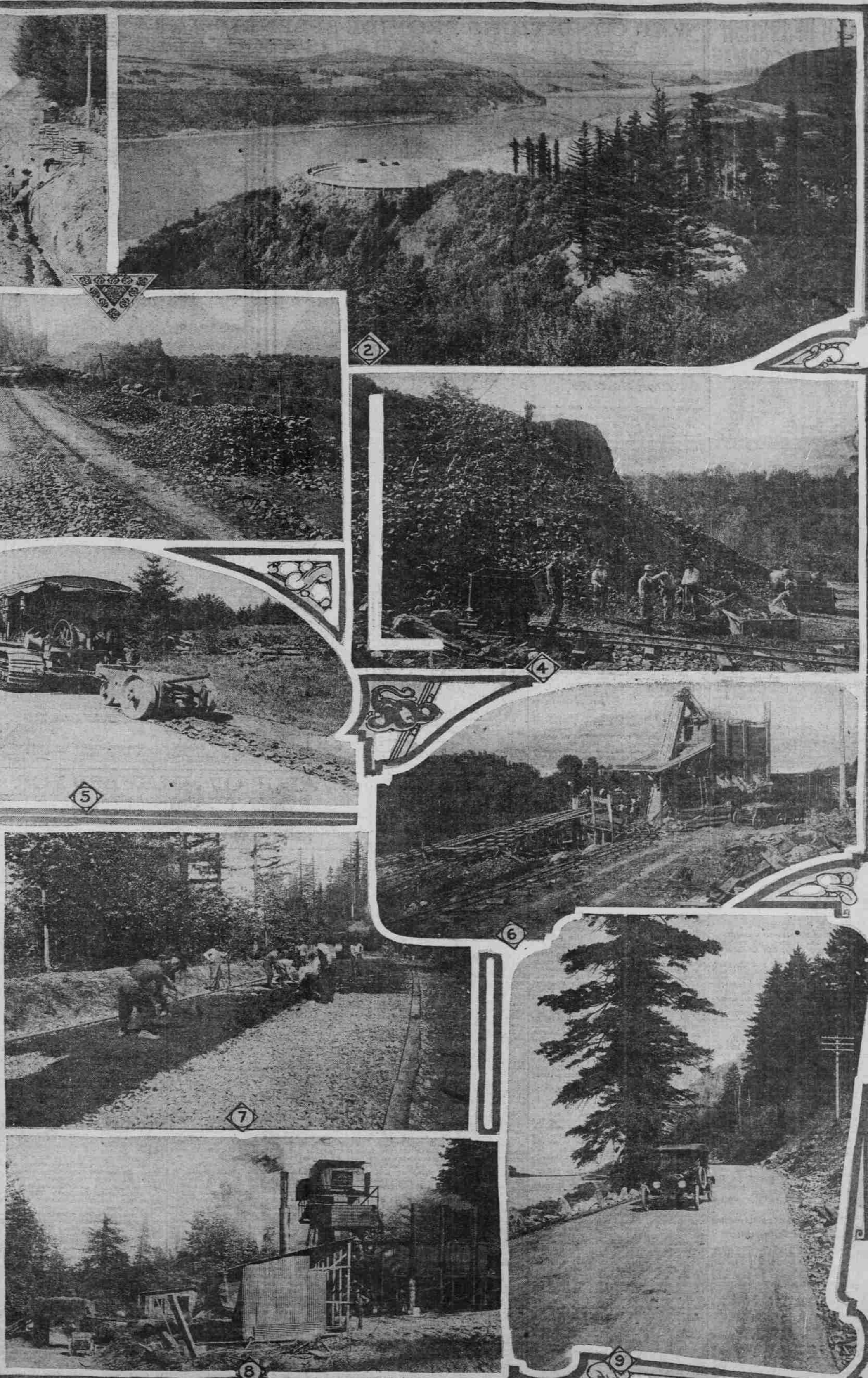
**Rifle Falls When Bear, Finally Outwitted, Starts Pursuit.**

ROSEBURG, Or., Sept. 4.—(Special.)—Depriving a mother bear of her 50-pound cub with no other protection than an almost useless firearm is a rather risky experiment, according to Theodore Bond, of this city.

Using his rifle he crippled the cub, but as the gun required considerable patience to extract the shell it was of no further use when the mother bear gave chase. Avoiding the angry parent, Bond made a circle in the timber and returned to the crippled cub and carried it some distance before he was forced to drop it and take to the timber again. When he finally eluded the mother he returned and captured the cub.

**Raymond Buys Water Plant.**

RAYMOND, Wash., Sept. 4.—(Special.)—The City of Raymond this week took over the waterworks from the Raymond Water Company, paying \$93,851.52 cash for the system, including 22 acres of land. Bonds to provide the funds for the purchase of the plant were issued early in the Spring. Plans for extending the system several miles up the South Fork River have been under way for some time, and proceedings have been instituted to condemn right of way. When the extension is completed, the cost of which will exceed \$100,000, the city will have a gravity system with a good supply of excellent water.



(1) Digging a 32-Foot Cut to Bring Base Line Road, 16 Miles From Portland, Down to Grade. (2) One of Finest Views on the Highway—Crown Point and Columbia River Gorge, Looking East, as Seen From Mrs. Henderson's Famous Crown Point Chalet. (3) An Unpaved Stretch on the Highway, With Rock All Ready for the Pavers. (4) Rock Quarry at Junction of Highway and Old Latourelle Road. (5) Set a 42-Centimeter Mortar, but Big Caterpillar Engine Dragging 6500-Pound Plow Down Base Line Road, to Dig It Up for the Pavers. (6) Rock Crusher on the Highway. (7) Laying the "Hot Stuff" Beyond Horsetail Falls. (8) One of the Mixing Plants, Preparing "Hot Stuff" on the Highway. (9) Looking West This Side.