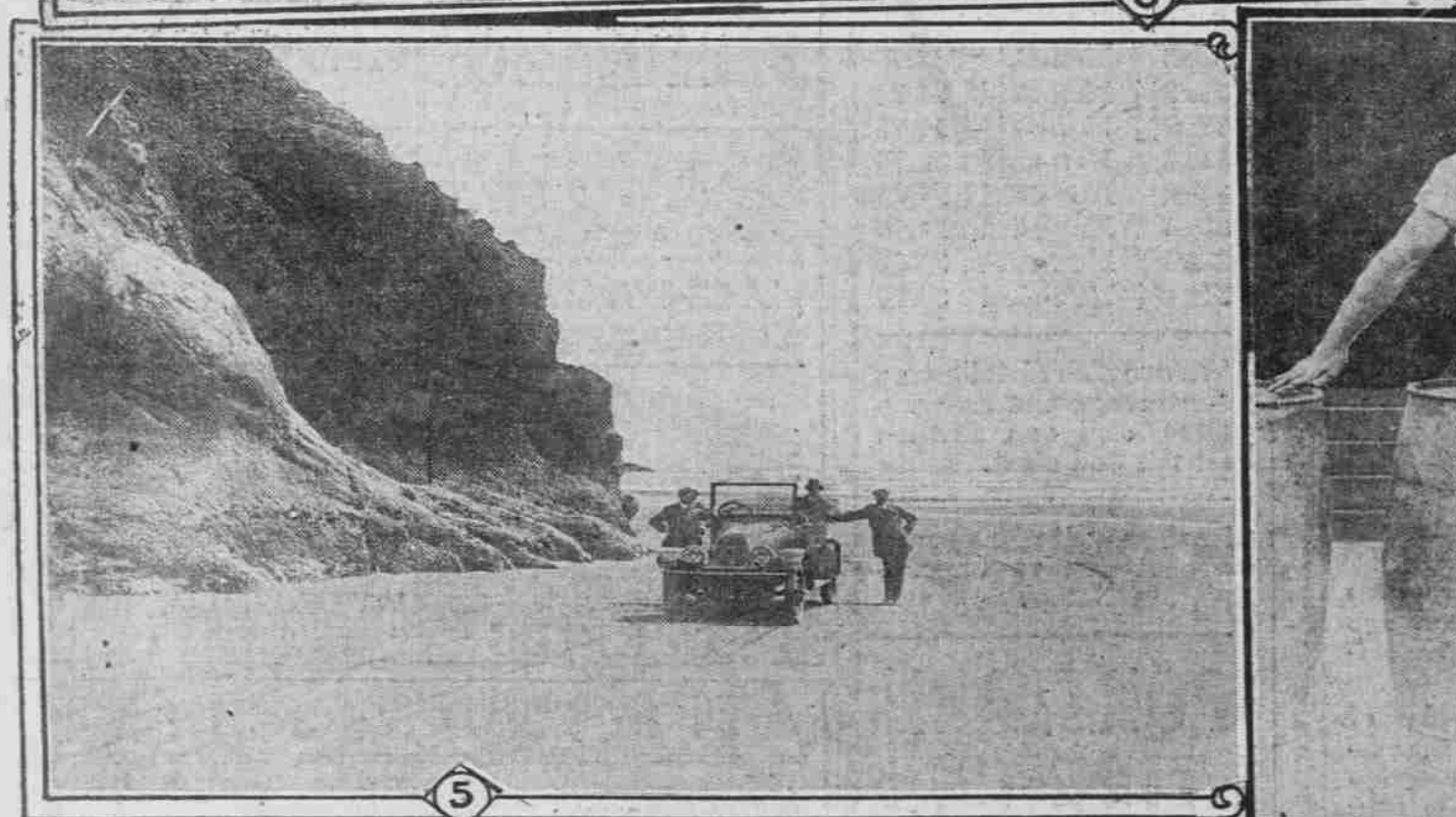
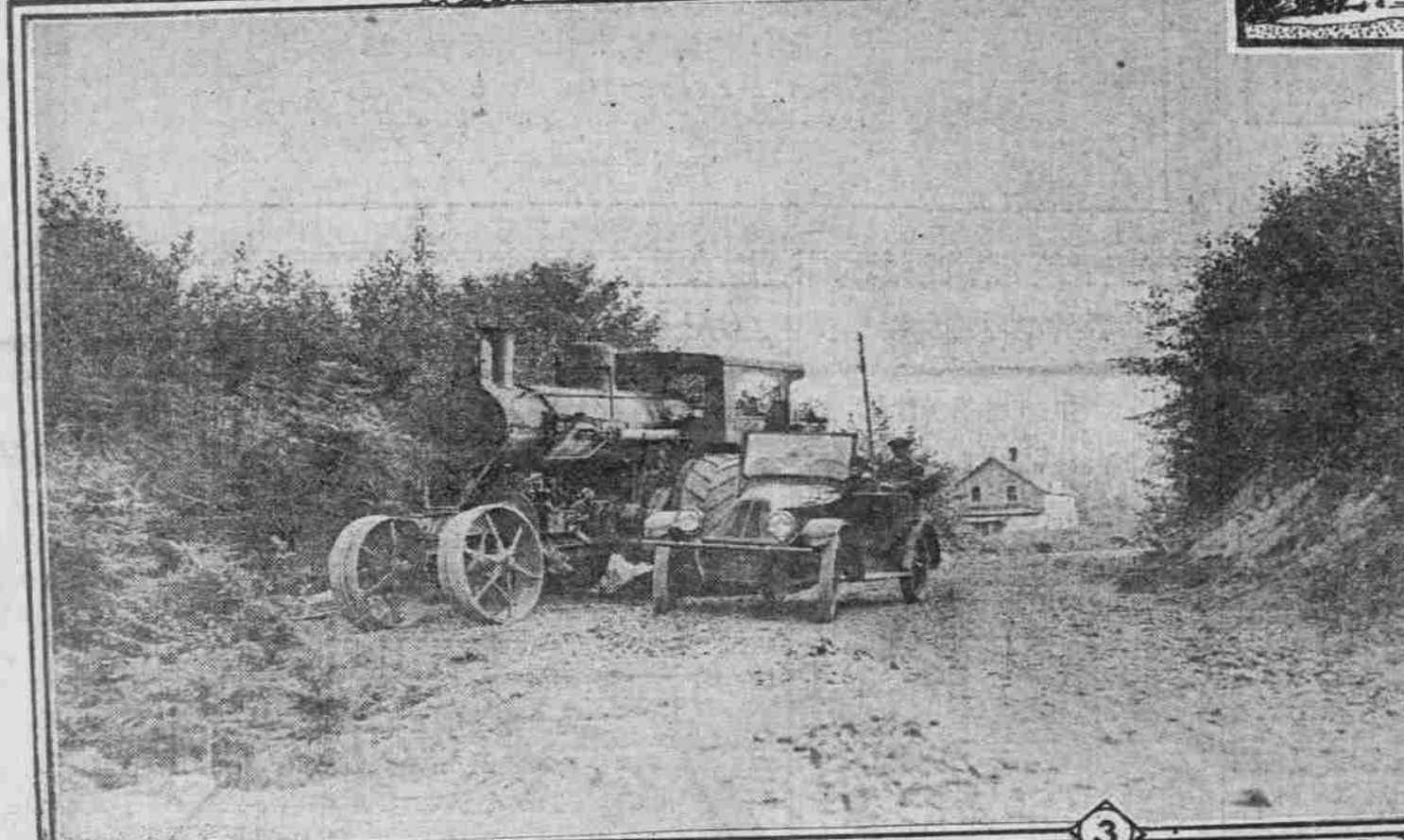




TO SEASIDE AND PICTURESQUE CANNON BEACH IN A FRANKLIN

It's a Wonderful Run Down Lower Columbia River Highway to Oregon Beach Resorts, Though Road Is Not at Best Just Now, Due to Paving Preliminaries.



In another year, with most of the paving completed, there will not be a finer tour in the northwest than that from Portland to Seaside and Cannon Beach. The lower Columbia river highway is hard to travel at present because of seven miles of crushed rock just this side of Astoria, which is prolific of tire trouble. The photographs above depict some

BY L. H. GREGORY.
ROAD data of interest to motorists who contemplate the drive to the Clatsop beaches this year—and a lot of them will make it after the season warms up just a little more—was obtained last week on an Oregonian tour to Astoria, Seaside and Cannon beach in a Franklin car driven by Lawrence E. Therkelson.

Another year, or two years at most, and this will be one of the finest week-end motoring tours even this generously-endowed state can afford. From Portland to Seaside is approximately 131 miles. To Cannon beach, nine miles down the coast from Seaside, 140 miles. You can start from Portland then at 2 o'clock on a Saturday afternoon and roll luxuriously down an all-paved highway to Seaside, arriving there on

an easy schedule in time for 6:30 or 7 o'clock dinner. No tire trouble, no rough riding. Just sit there in comfort and enjoy the wonders of those 131 miles of farmland, mountains, river, forest and ocean scenery as you roll along.

Better Prepare Than Be Sorry.
When you travel the route this summer, go prepared for tire trouble. Take along at least one good spare tire. Better yet, take two good ones. The lower highway near Astoria is not in condition just now conducive to long tire mileage.

This arises from the fact that for seven miles just this side of that town the roadbed is carpeted with copious

amounts of crushed rock. Not every foot of the seven miles, to be sure. But most of them.

On the trip over the highway Saturday and Sunday in the Franklin, the writer saw more tire trouble than in a large number of blue moons previously, with a coon's age or so for good measure.

It seemed as if every turn in this part of the road disclosed a car or cars stranded for tire changes. Heavy cars in particular were sufferers. Two and even three blowouts were not uncommon. This crushed rock is not of the infant variety, but full grown and adult.

However, not even in troubled heaviness of soul should the motorist permit himself, while changing a cut-up tire, to curse this crushed rock nor the sharpness thereof. It is the best sign

of the scenic views en route to Cannon Beach, which is nine miles below Seaside. Pictures 1, 2 and 4 show typical scenery on the road from Seaside to Cannon Beach. In Photograph 3 the Franklin car is posed alongside a locomotive-looking machine, employed in road work on the lower highway near Astoria. Photograph 5 shows Cannon

there could be of the approaching time when this grand lower highway will be paved all the way from Portland to the sea.

All this crushed rock has been laid preparatory to immediate paving operations. In fact, contracts for hard surfacing the greater portion of the highway already have been let.

Aside from this seven-mile strip of tire-damaging rock near Astoria, the remainder of the highway between Portland and Astoria, and thence to Seaside and on to Cannon beach, for the most part is in excellent condition.

Nope, It's No Boulevard.
The Scappoose-St. Helens-Goble stretch is no boulevard by any means, but rough as it is, it's passable in any weather and there is no loose rock to injure tires. And the new highway grade for this section, which pretty

closely parallels the present roads, but on the other side of the railroad, eliminating several dangerous railroad crossings, is well under way. Crews of men, teams and machines are cutting the new grade.

From Goble to Rainier and Clatskanie, and thence on to within seven miles of Astoria, it is mainly in prime shape. But probably at no time this summer will the road be in good condition throughout. Paving work means crushed rock, and crushed rock means damaged tires.

Hard surfacing operations, in fact, soon will be in progress on a much larger scale than at present. Already between Rainier and Clatskanie a crew is laying crushed rock for pavement and has hot-stuff down for close to a mile.

One comfort for the motorist enter-

ing Astoria now is that he no longer has to come into town from the top of a 20-story hill. The road enters at nearly a water-level grade through a deep cut, slides on which kept the highway closed for several weeks this spring.

Some motorists will now probably ask: If there is crushed rock on the lower highway, this side of Astoria, why not take the old inland highway route from Clatskanie to Astoria via Mist? The answer to this is that the inland highway is in worse condition for travel than the river road.

Beware Inland Highway.
Not long after the Franklin party reached Seaside Saturday evening, along came a Hupmobile with a tired-looking driver at the wheel. He turned out to be Bert Roberts, western factory representative for the Hupmobile,

with his wife, small daughter and baggage for a beach outing.

Bert explained that he had taken the inland highway road out of Clatskanie by mistake, and was heartily sorry he had. He said that on the Mist side of the hill from Clatskanie the road is very badly cut up and that on the Astoria side of Mist for some 10 miles it is worse yet.

"There is a tie mill up there," said Mr. Roberts, "and it has a fleet of heavy trucks at work hauling tie lumber. These trucks have raised the dickens with the road. It is passable—so is a river if you can find a bridge—but it's the next thing to not being so. It wouldn't advise my enemy to take a chance on that route. Travel the river road, despite the crushed rock." The Franklin party, with Therkelson.

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