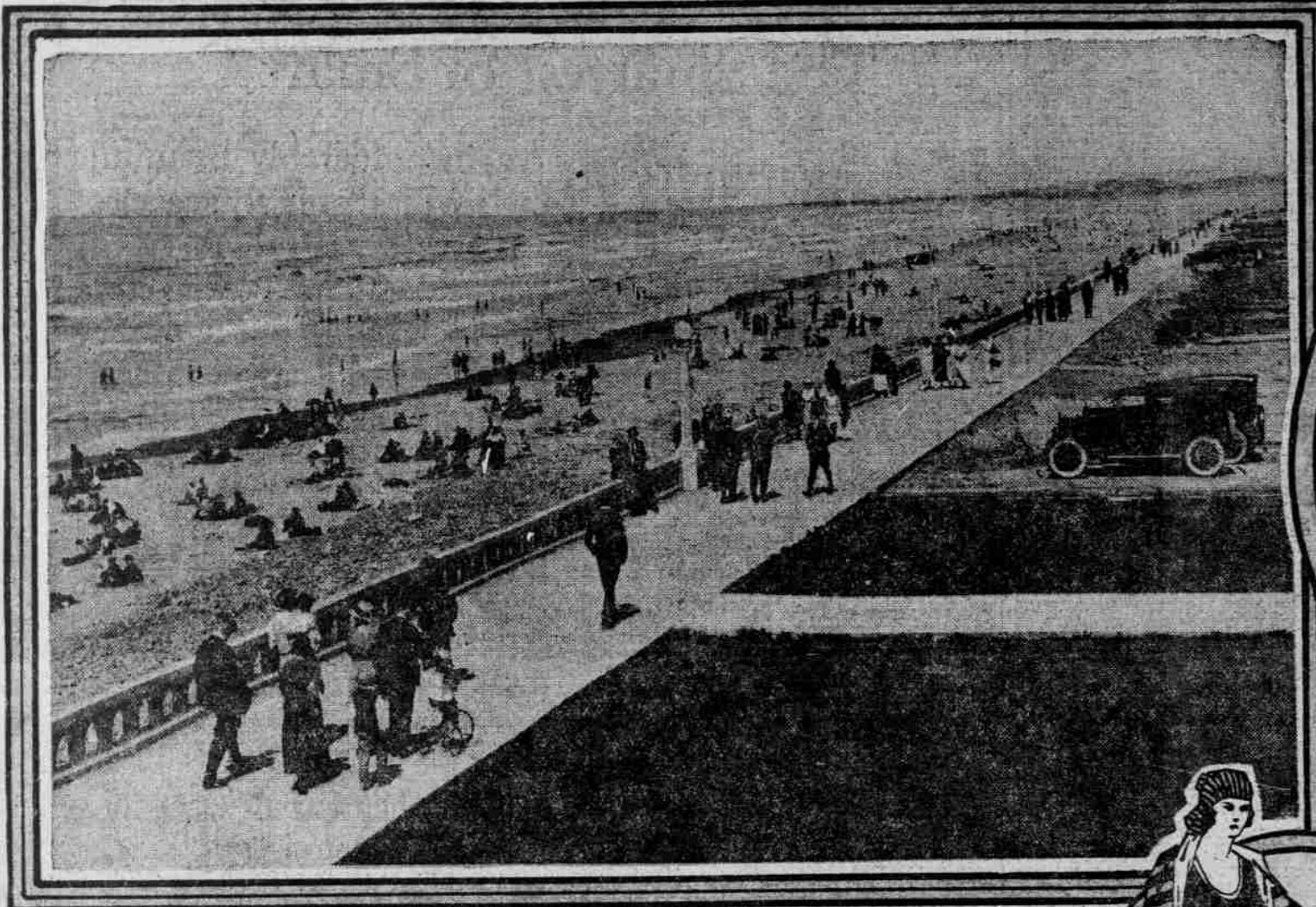
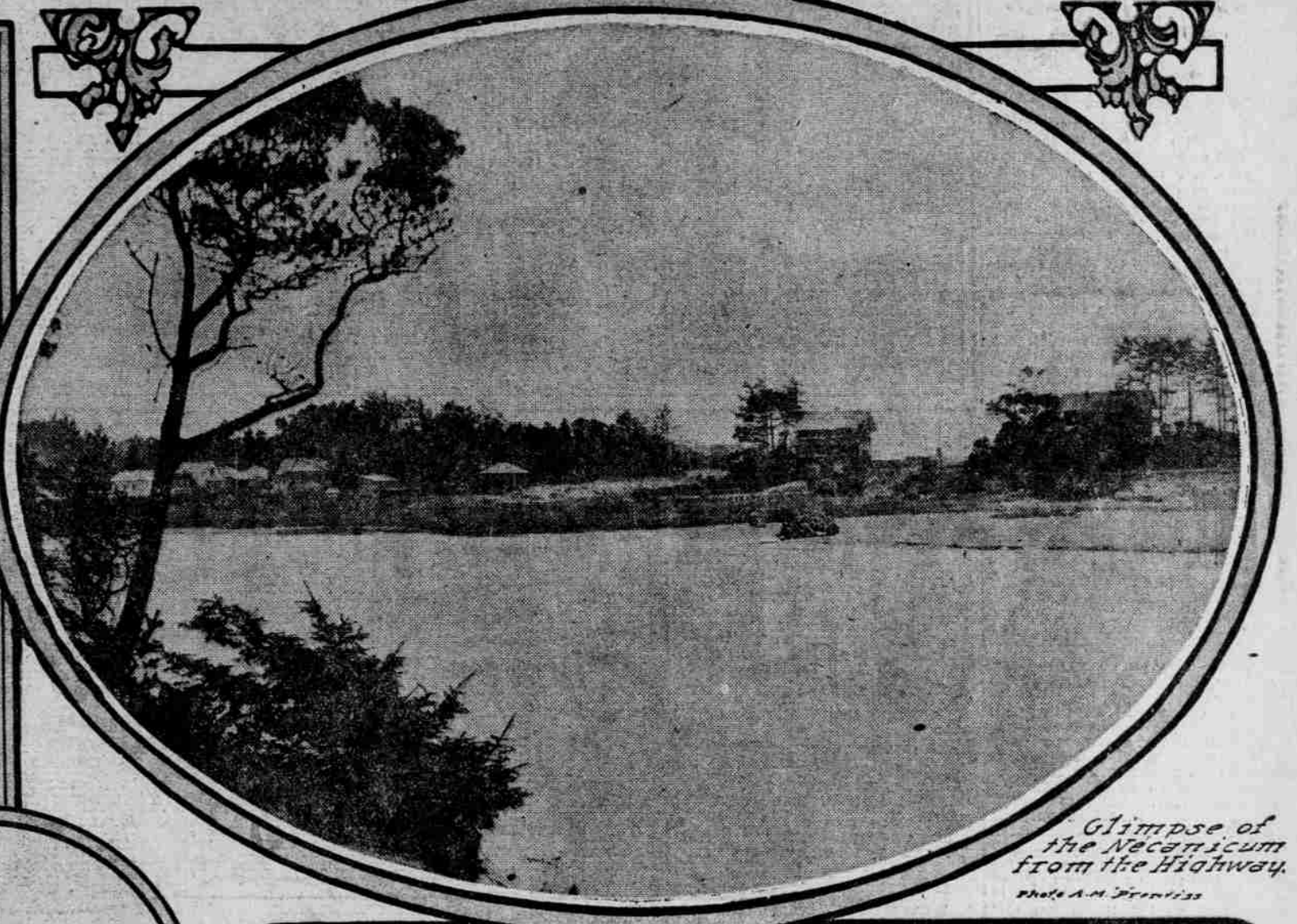


Seaside Prepares for Greatest Season



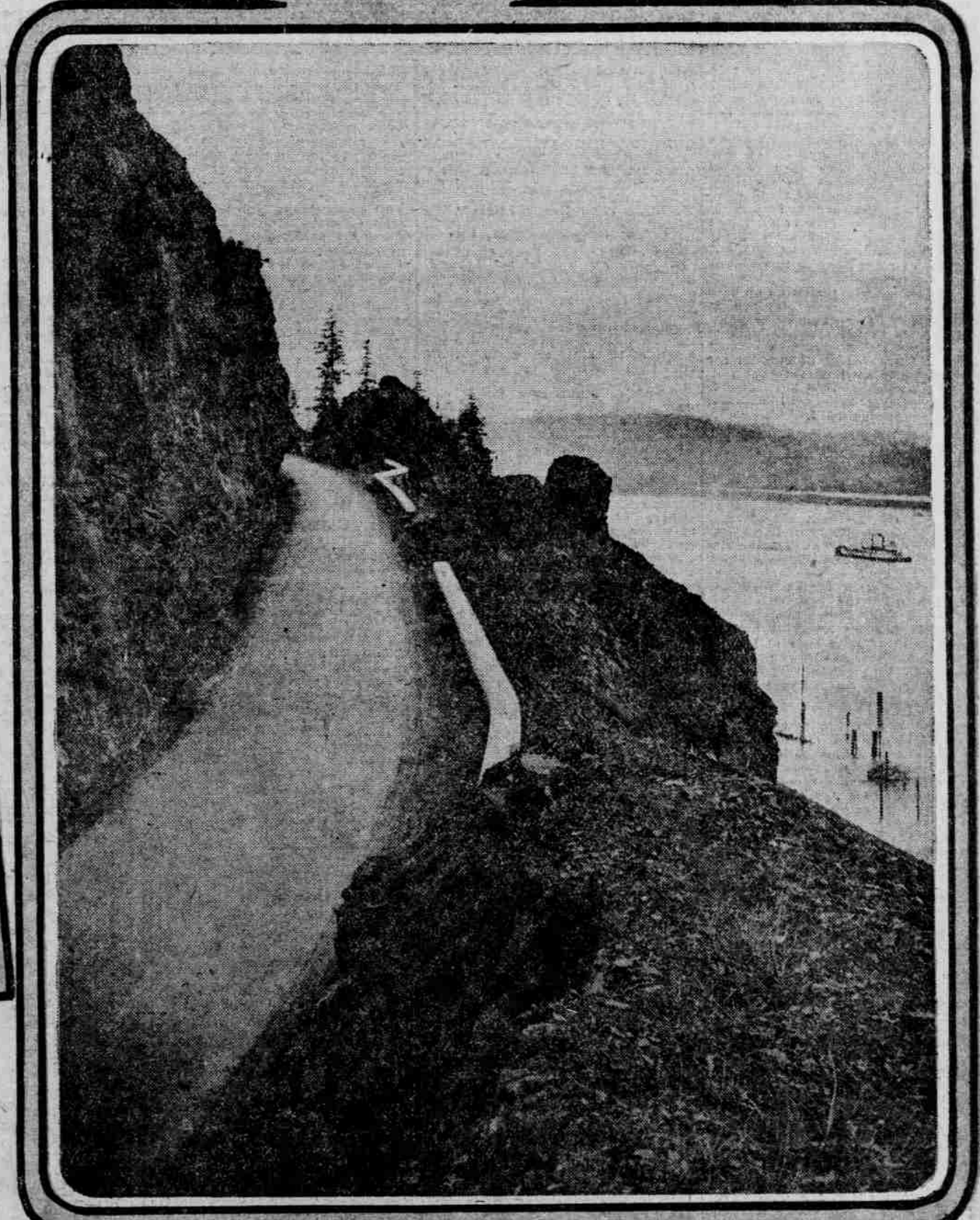
View of the Beach and New Concrete Promenade



Glimpse of the Necanicum from the Highway



Attractive Vista South of Warrenton



Rounding Prescott Point on the Lower Columbia Highway

BY H. W. LYMAN.

LAST year at Seaside and the other Clatsop beaches was a period of preparation and anticipation. This year will be a period of realization. With the road in splendid shape for the first time since work of building an improved road from Portland to the sea was begun and with the handsome sea wall and promenade at Seaside and other civic enterprises completed this popular watering place of the north Pacific coast is looking forward to the summer of 1922 as the greatest period in its history.

Despite the handicap of road construction work, which made detours necessary on the run from Astoria to Seaside and in many instances caused severe jams of traffic, Seaside last summer enjoyed an unprecedented volume of motor tourists. This year, with all obstructions removed so that the trip from Portland for the 125 miles to the seashore will be a continuous pleasure, many more are expected to visit the ocean resort than ever before, and already Seaside residents and business men are making plans for caring for the visitors in adequate way.

Last Year Saw Great Progress.

Last year may well be looked back upon as the greatest development period in the history of that portion

of Clatsop county. Three developments of primary importance were carried out, in addition to a number of lesser projects. These three were the completion of the paving of the road from Astoria to Seaside, the completion of the handsome new bridge across Young's bay, west of Astoria, and the completion of the concrete sea wall and turn-around along the beach at Seaside. Any one of these three pieces of construction work would have made the year notable, but coming all three in the same year they made the year 1921 stand out pre-eminent over all other years, so far as progress is concerned.

Construction of the Young's bay bridge and the laying of the pavement on the road between Astoria and Seaside were important steps in making the road from Portland a continuous improved highway all the way. Erection of the sea wall and turn-around was a step of primary importance in rendering Seaside more attractive than ever and giving it additional facilities for caring for visitors. Engineers who have seen the sea wall or promenade, as it is called, and the turn-around, characterize it as the finest of the kind in the entire United States, surpassing the famous board walk of Atlantic City in beauty and permanence.

While the hard-surface road from

Astoria to Seaside was virtually completed last year there are a number of short sections of work which still remain to be done and which are to be completed in the immediate future. While this work is in progress, however, it is declared that no difficulty will be encountered and roads will not be blocked.

Further Roadwork Planned.

The main stretches to be further improved this year are the Miles Crossing gap of two miles between Astoria and Warrenton, where single track pavement is to be improved by the laying of additional width, and the short gap at the west end of the Young's bay bridge. Work of paving both of these sections has already begun and the work is expected to be all finished by June 15. The Warrenton cut-off is also to be paved, but this will not interfere with motoring in any respect, as the route via Warrenton, which is slightly longer than the cut-off route, is already paved and in good shape.

But despite the fact that much has been accomplished toward opening Seaside and the Clatsop beaches to motorists and in making Seaside more attractive than ever for visitors, that east side of the city in a long di-

agonal, connecting with Broadway and laurus, but is already planning for other cross streets leading to the west

further developments in keeping with the rapid growth which is expected.

One of the most important of the new developments announced for this year is the completion of the Roosevelt drive through the city. This drive will supplement the present Seventh Street route into the heart of the city and will, when completed, greatly relieve the congestion on Seventh Street. As those who are familiar with Oregon's highway system will remember, the lower Columbia river highway extends only as far as Astoria. From Astoria to Seaside the road is known as the Roosevelt highway, being the northern section of that highway which some day will extend along Oregon's coast from the California line to the Columbia river. The new Roosevelt drive is designed as a route for this highway through the city of Seaside, connecting at one end of the city with the road to Astoria and at the other end with the road to Tillamook. The road branches off the present highway just beyond the bridge across the Wahanna river which marks the entrance to the city. Motorists who have been there recall the welcome arch at this point. From here the road runs through the north end of the sea wall and it also marks the location of a small tract of city-owned land at the beach. The

location is thus extremely well fitted for building of another turn-around, not of such elaborate nature as the Broadway one, and the laying out of the route is to be paved. This boulevard will be of great value to Seaside, both from the standpoint of attractiveness and from the standpoint of use, relieving traffic greatly on the present single route.

Another important improvement planned for this year is the further improvement of the road to the beach and the laying out of a turn-around here facilities for reaching the ocean by automobile will be greatly increased and congestion relieved from the Broadway turn-around. Twelfth street marks the north end of the sea wall and it also marks the location of a small tract of city-owned land at the beach. The

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consideration of plans, there is a strong sentiment among many at the beach city for the two projects and Seaside boosters are expressing the hope that two or three years may see both projects well under way.

The main purpose of the drive and bridge would be to connect the heart of Seaside with the ocean beach at Gearhart, where one of the finest automobile drives in the world is provided by the ocean sand. Such a boulevard and bridge would enable Seaside people to drive directly to the Gearhart beach and vice versa, and would bring all the Clatsop beaches into closer unity. Not only would the drive and bridge connect the two beaches closer than ever and form an automobile drive of great attraction, but they would serve a useful purpose as well, as the route would become an alternate one on the way to Astoria, motorists who desired to do so driving as far north as Columbia beach before returning over the sand dunes to the main highway.

CLOSED CAR SHOW PLANNED

Plans Already Being Made for Event in Detroit in Fall.

DETROIT, Mich., May 20.—The Detroit Automobile Dealers' association will hold a closed car show in the early fall months as a means toward getting a flying start on fall and winter business. The show will be limited only to members of the association and will be held in a centrally located exhibition hall yet to be selected. H. H. Shuart, manager of the association, will be director.

The association recently went on record as opposed to the proposed federal licensing of motor vehicles, which involves an additional tax of \$9 on all vehicles.