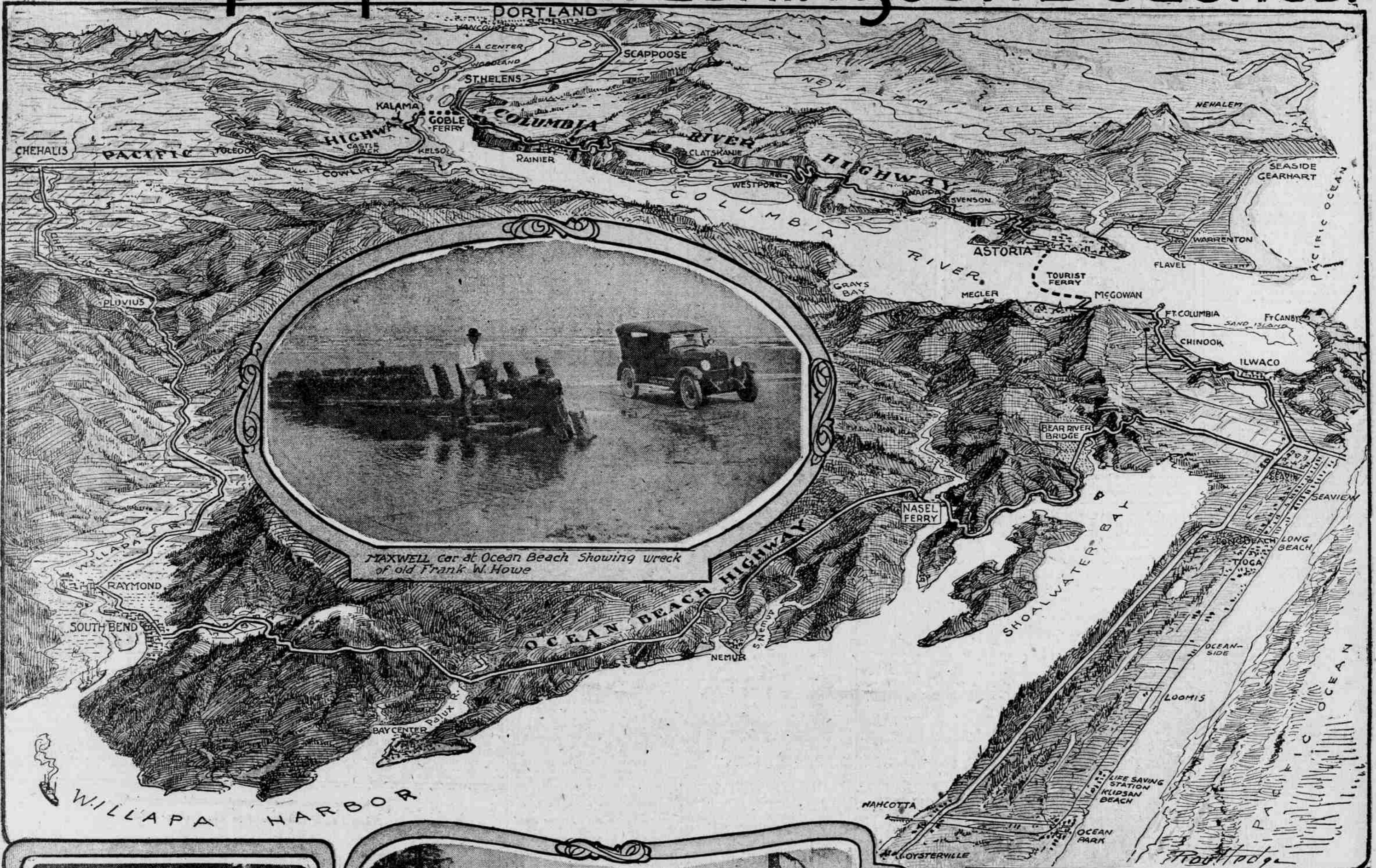
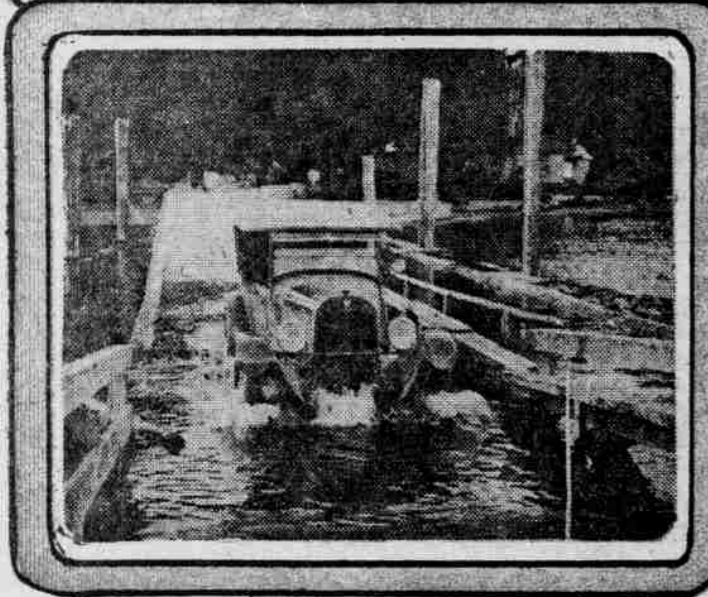


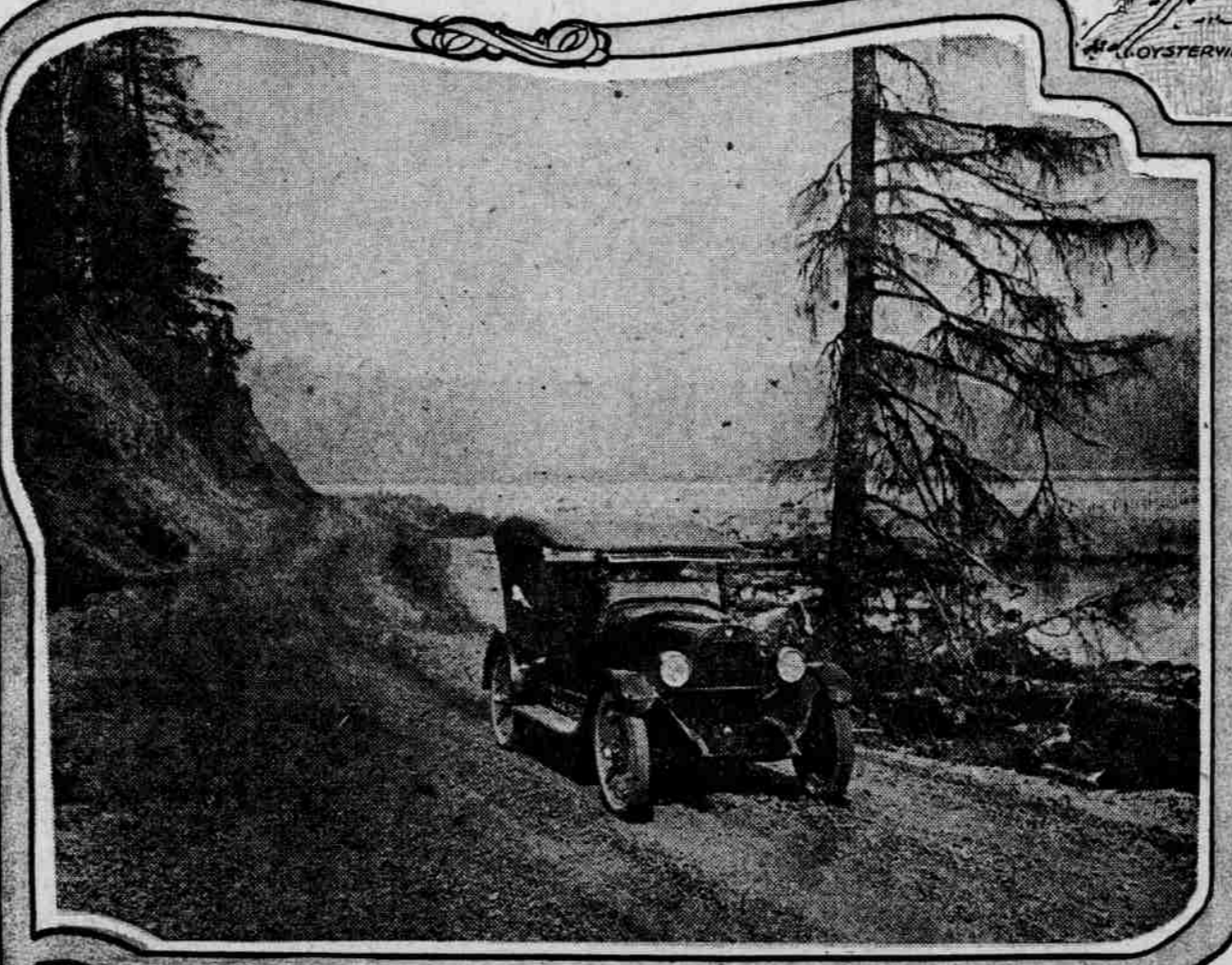
A Loop Trip to the Washington Beaches.



MAXWELL car at Ocean Beach showing wreck of old Frank W. Howe



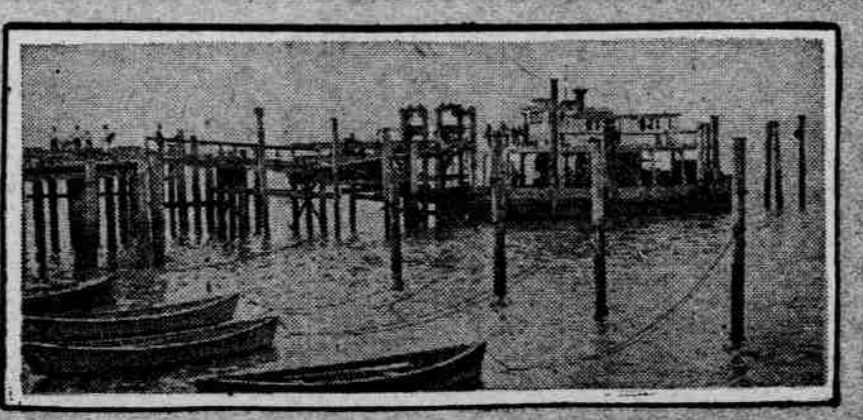
Boarding the Ferry at Nasel River.



Glimpse of New Road along Shoalwater Bay



Among the Giant Trees of Coast Region



Tourist Ferry at McGowan Landing

BY H. W. LYMAN.

WITH the virtual completion of the new Ocean Beach highway from Chehalis to Raymond and South Bend and thence to Ilwaco and the ocean beach and with the establishment of adequate automobile ferry service from the Columbia highway at Astoria the Washington beaches just north of the mouth of Columbia river have taken on new vigor and are offering attractions to motor tourists and vacationists which promise to make the beach resorts along that section among the most popular in the Pacific northwest.

Both Washington people and Oregonians in larger numbers than ever before are flocking to these beaches now, quick to take advantage of the improved motoring facilities, and Seaview, Long Beach, Ocean Park and the other resorts occupying the 25 miles or more of beach extending roughly from North Head at the mouth of the Columbia to the entrance to Willapa harbor are looking forward this summer to their most successful season which they have ever had.

The motorist who has never made the run from Portland to the Washington beaches, but who is planning such a trip for this summer, will first of all want to get his geography brushed up so that he may have an orderly conception of the nature and location of these beaches. It will be well to get out a map and study the southwestern corner of Washington for a few minutes, as a good idea of the "lay of the land" always adds to the pleasure of motoring.

Imagine for a moment that you

are on a ship bound for Portland and that you are crossing into the mouth of the Columbia river. At your right is Point Adams and the Oregon shore, with Seaside and the Clatsop beach resorts looking westward into the Pacific. At your left is Cape Disappointment and the Washington shore, with the Washington beaches extending some 25 miles northward from the head. Unlike the Oregon side, however, this section of Washington is cut off in the form of a narrow peninsula by Willapa harbor, which sweeps in behind the beaches and extends southward to within a few miles of the Columbia. This narrow neck of land, with a maximum width of only about two miles, is bordered by the Pacific to the west and the harbor, or Shoalwater bay as that portion of it is commonly known, to the east. The beach, smooth, wide and straight, an ideal automobile race course at low tide and an unsurpassed bathing beach when the ocean is at flood, extends along the length of this peninsula.

To ascertain the condition of the roads to the Washington beaches and to log a delightful loop trip to that section from Portland for the benefit of motorists, the writer last week-end made the run from this city to Seaview, going via Chehalis, Raymond and South Bend, and returning via Ilwaco, McGowan, the Columbia river ferry, Astoria and the Columbia river highway.

Run Made With Maxwell.

The run was made with George V. Adams of the Covey Motor Car company, one of the best known automobile salesmen and drivers of the city and the holder of more than one

long distance automobile record for this section. The trip was made in one of the new Maxwell cars and proved a splendid opportunity to give the new car a real tryout. As time was limited it was necessary to make the run in considerably faster time than the average pleasure-bent motorist would drive and the car was not spared in any way. However, it made the trip of over 300 miles without any difficulty whatever and without even developing a rattle. It covered the entire distance by high gear running, except for the steep hill at the east city limits of Astoria, and might have conquered this also except that heavy traffic on the road made it impossible to get a good start for the climb.

From Portland our route led northward down the Columbia river to Goble over the lower Columbia river highway, thence by ferry to

Kalama and thence over the Pacific highway to Chehalis. This route is much to be preferred to the regular Pacific highway route through Vancouver, as construction work is under way between La Center and Kalama and difficult detours virtually no delay in making the crossing.

The Goble-Kalama ferries, by the way, operate 24 hours a day on a 15-minute schedule, so that there is no delay in making the crossing.

The road is paved, of course, to the regular Pacific highway route through Vancouver, as construction work is under way between La Center and Kalama and difficult detours virtually no delay in making the crossing.

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Pacific highway is in good shape all the way, with macadam surface to Toledo and pavement from there to Chehalis. Construction work is going on in a number of places between Kalama and Kelso and the driver is urged to use caution. A few places are a trifle rough, particularly the road going northward out

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