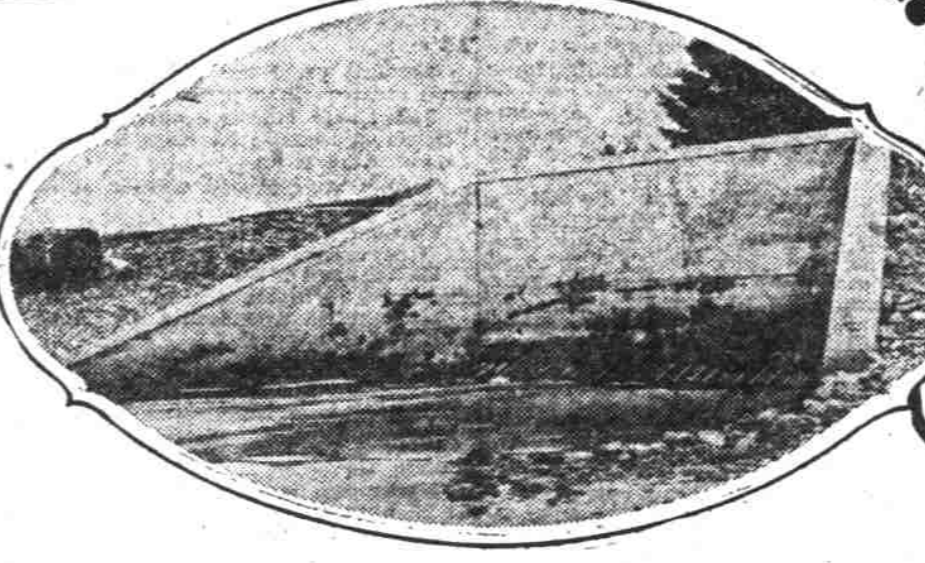
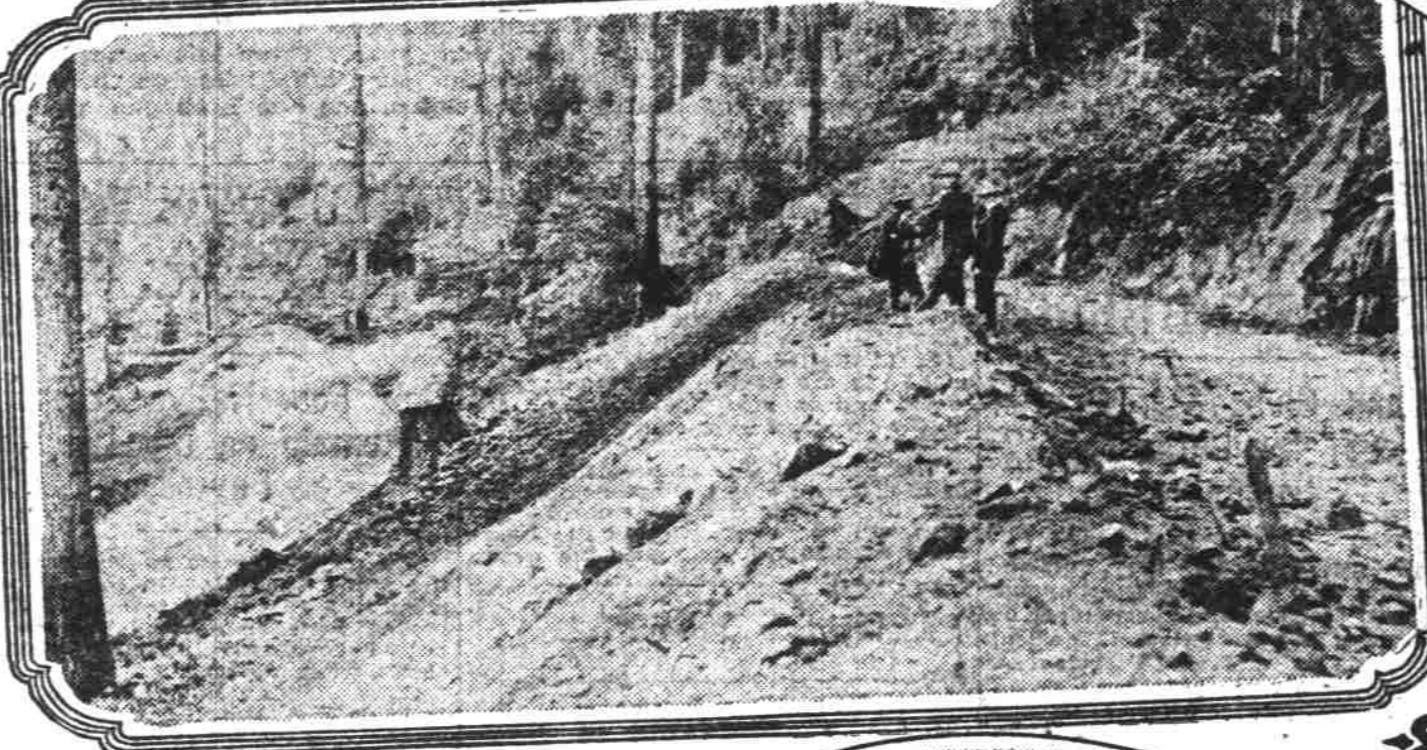
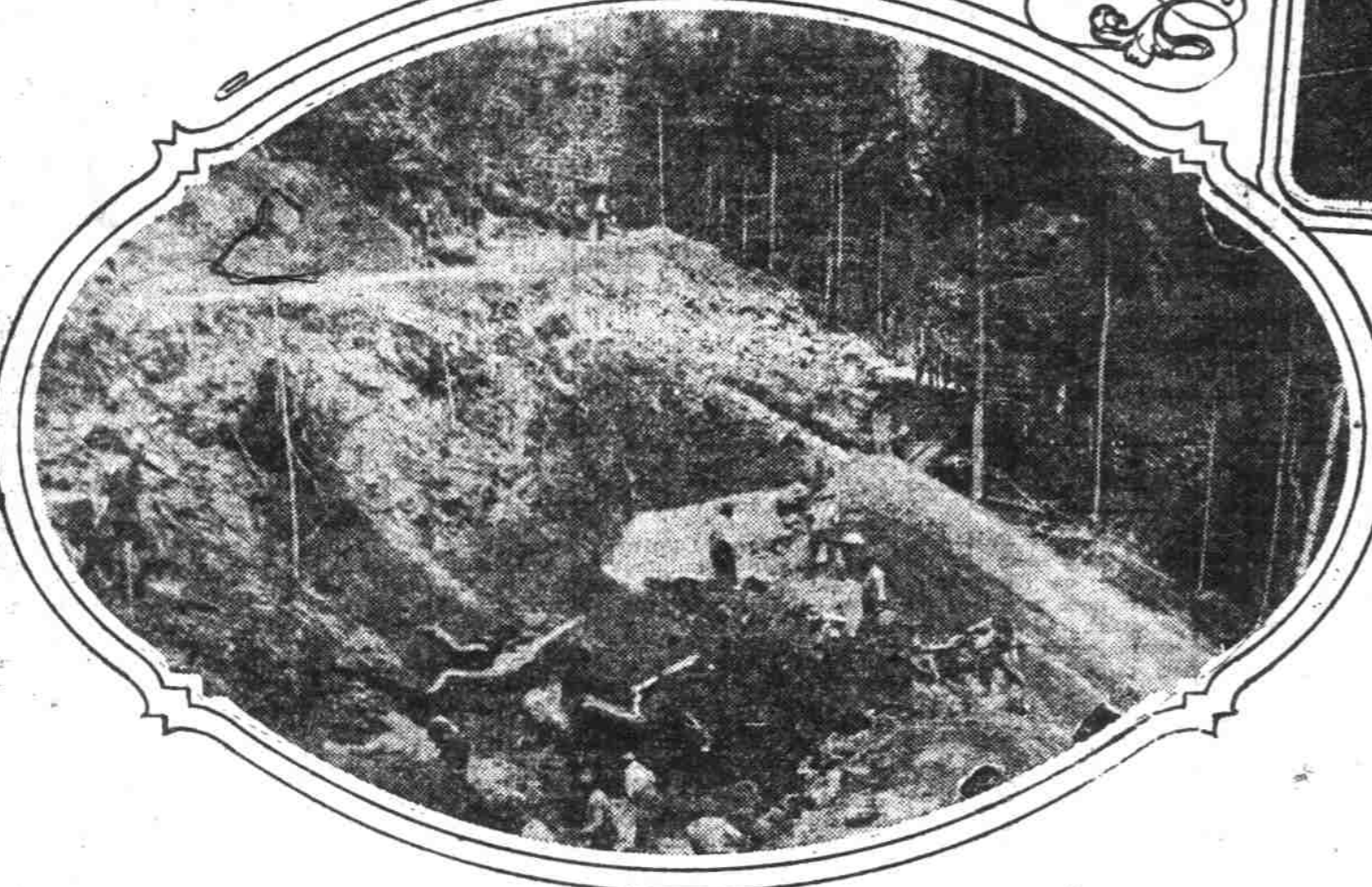
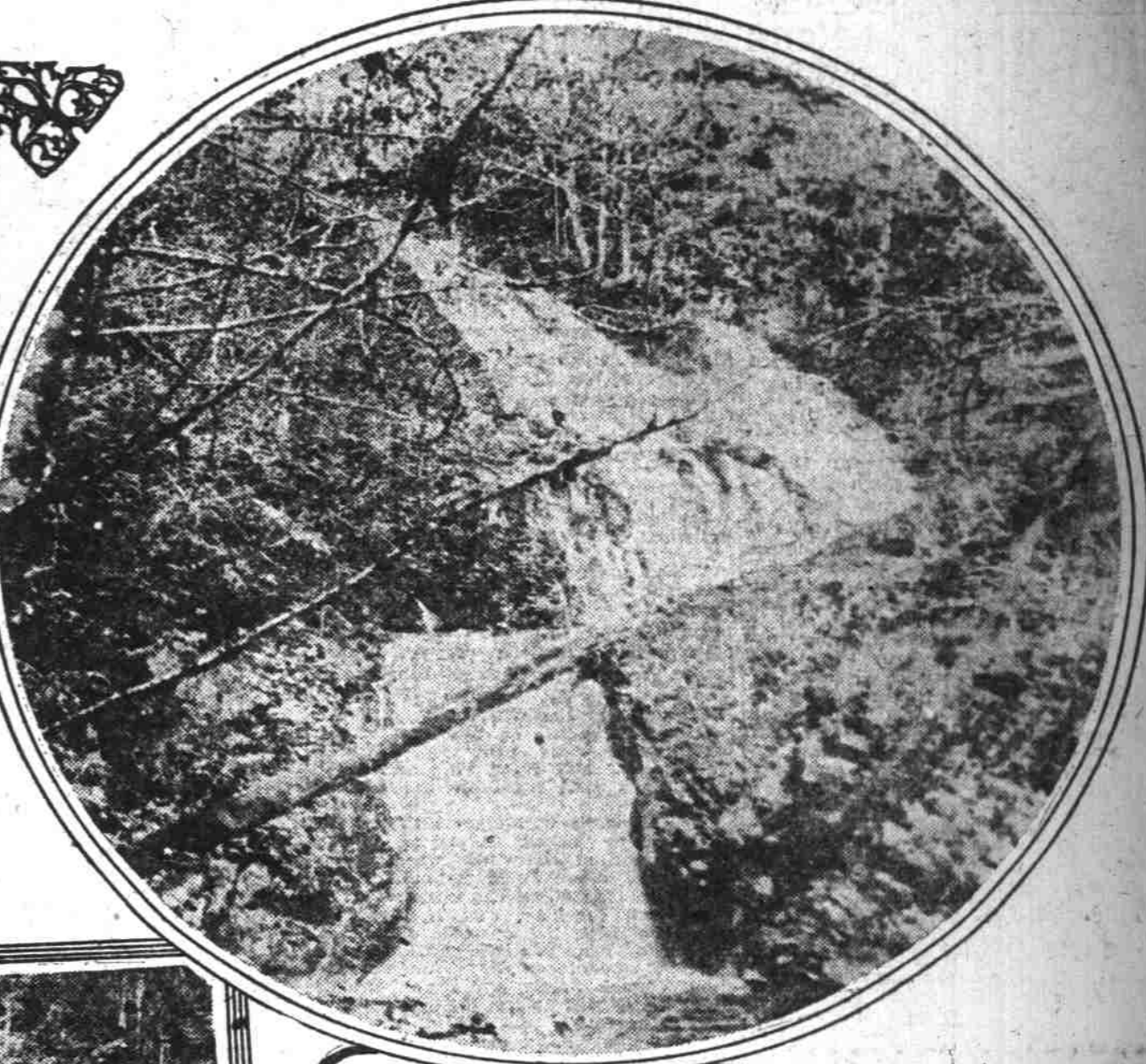
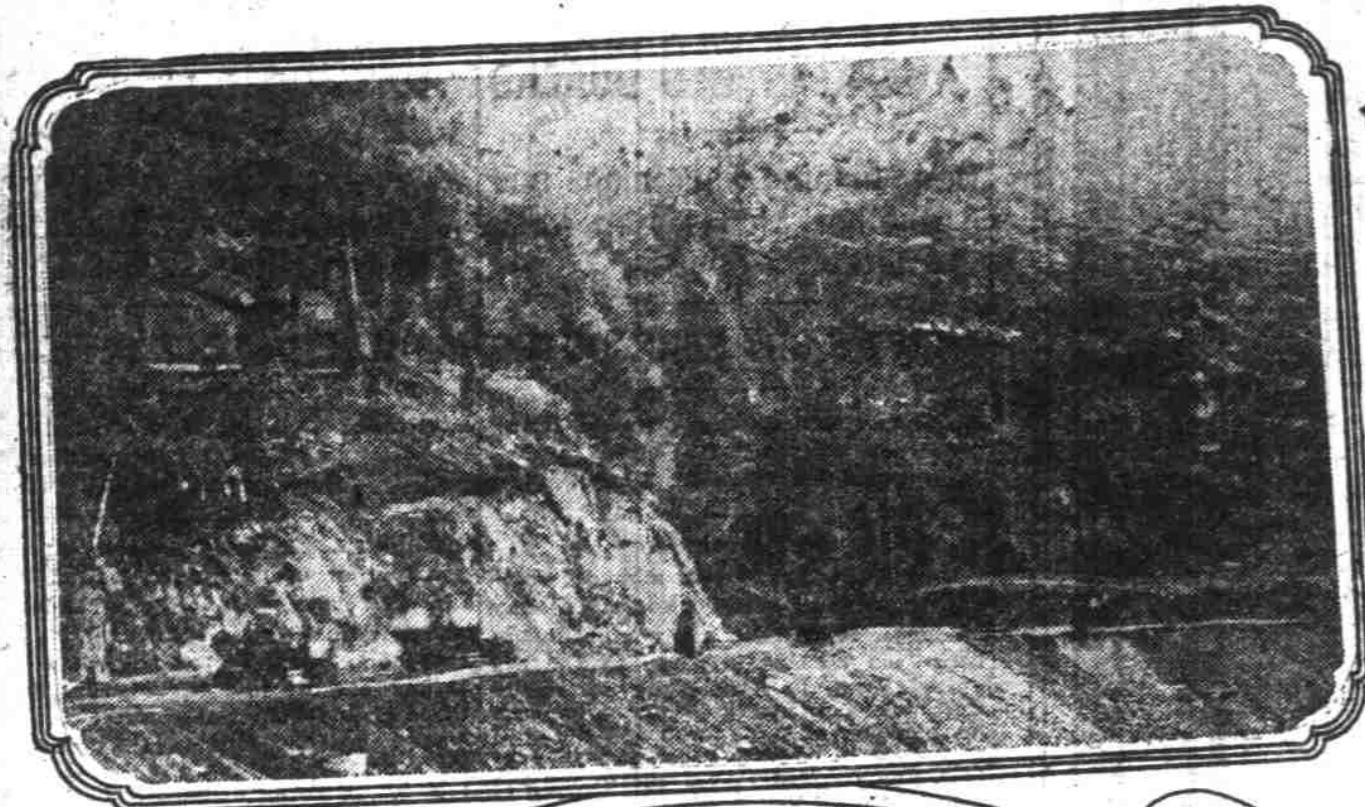


# COLUMBIA HIGHWAY FROM PORTLAND TO THE SEA TO BE DEDICATED



## Completion of Road Is Evidence of What Can Be Accomplished by Cooperation

**M**ORE history will be made Thursday when the link in the Columbia river highway from Portland to the sea will be dedicated and formally opened to travel. The vision of a magnificent highway paralleling the mighty river of the west is being realized. A few days ago the section on the upper river was thrown open. Now comes in turn the section along the lower river on which has been expended approximately one million dollars between the Multnomah county line and Seaside.

The first party to pass over the road Thursday will consist of members of the Columbia Highway association, state and county officials and good roads advocates. It will consist of probably 100 persons distributed among 20 automobiles.

The party will leave the Benson hotel at 7 o'clock in the morning and drive 112 miles to Gearhart, where the night will be spent. The different towns along the route will be out in force to see the party pass through. At Clatskanie a lunch and an elaborate reception is being planned. A large delegation from Astoria will meet the party here and escort it through Clatsop county.

While the invitations to join the official party have necessarily been limited a general invitation has been extended to all who care to make the trip in their own means of conveyance. In its announcement of the official opening of the road the arrangements committee of the Columbia Highway association says:

"No event in road construction that has yet occurred has greater significance to Oregon than this. This highway, in addition to its scenic value, opens up a magnificent agricultural and industrial country. We are profoundly interested in this territory made accessible by a high class highway at a very great sacrifice on the part of the people of the state and must show our appreciation by joining in a grand demonstration on the official opening day. Do not forget that we want the ladies with us on this historic trip. Gasoline obtainable all along the line. Come prepared for two days in a grand demonstration on the official benefit to the state to be derived from this constructive work. Furnish a machine if you can; if not, come anyhow."

**Hill's Prophecy Comes True.**

One morning about four years ago Samuel Hill entered his office in this city and greeted his secretary, J. C. Potter, with this announcement: "A highway can be built down the Columbia river to the sea on a five per cent grade. I know it can be done because I have just walked over the route."

"It can't be done," retorted Potter as he looked up from his work.

When Mr. Hill broached the subject to others they politely told him he was crazy. Even if it was practicable they said it would be of no great benefit to the community and would be a needless expense.

Hill persisted in his "craziness" until his friends began to avoid him. Finally he succeeded in bringing a few of them up to the mourner's bench where they could see the light as he saw it. Prominent among these was Julius L. Meier, who had been talking about a road to the coast through Washington county into the Nehalem country and thence to Astoria.

About this time the people of Clatskanie and Rainier began to talk better roads and a connection with the outside world. Clatskanie had heard of Mr. Meier and he was invited to come down into Macedonia and help organize a movement.

The idea of a through road to Portland began to take root next in Beaside, Gearhart and Astoria.

After a few informal meetings had been held, Mr. Meier called a general meeting at Gearhart, Labor day, 1912. The meeting was attended by a few good roads enthusiasts from Clatsop, Columbia, Washington and Multnomah counties. Many of these saw obstacles in the way that could not be

overcome. There was the great cost to consider and where was the money to come from? A common objection was that it was 20 years too soon to begin such an undertaking.

On the other hand there were a few who had the vision. Among these was Robert Young of Rainier, who declared that he would have his community take off its coat and build a portion of the highway with pick and shovel.

J. M. Conyers of Clatskanie said that his town would do as much as Rainier. Then there was E. C. Judd, county judge of Clatsop county, who said that it could be done.

**Organization Is Completed.**

After full discussion it was decided to form an organization for the purpose of inaugurating a campaign of education. A committee was appointed to draft a constitution and by-laws and adopt a name. The name reported by the committee was "Columbia River Boulevard."

"Cut out boulevard," said Chairman Meier. "Boulevards are associated with scenic drives. This is to be a highway for the farmer as well as the tourist."

"Right you are, Julius," interjected Samuel Hill. "Call it the Columbia highway and make it a highway as monumental as the river it parallels."

Out of the meeting was born the Columbia Highway association with Julius L. Meier, president; W. L. B. Dodson, secretary, and Paul Weselinger, treasurer. A year was then spent on a campaign of education. In September, 1913, another general meeting was held at Gearhart. The result of the preceding year's agitation was made manifest by an increased attendance and greater enthusiasm. "Bob" Young was there more hopeful than ever. There was also present A. S. Benson, John B. Yeon and Rufus C. Holman, with all the zeal of new converts. The general result of this meeting was that the time had arrived to begin the work of actual construction. The county courts of Clatsop and Columbia counties gave assurance that they would have a survey made under the direction of the state highway department.

After reelecting its officers the as-

sociation adjourned under the slogan: "From Portland to the Sea in 1914."

The next step was the authorization of the survey and location of the route.

Then came the campaign for the issuance of bonds to provide funds to build the road. In this campaign a prominent figure was Frank Terrace, a dairyman of King county, Washington. His effective presentation of the value of good roads was largely influential in bringing the campaign to a successful issue.

"Clatsop county bonded itself in the sum of \$400,000. Of this amount \$205,000 was appropriated for the Columbia highway. Columbia county issued bonds to the amount of \$350,000 and set aside \$26,000 for the highway. Contracts were let for the work last May."

In Clatsop county everything proceeded smoothly but in Columbia county differences arose between the county court members and the state engineer over location and funds. As a result the members of the county court were recalled by the voters.

When the rainy season set in last fall the road was still unfinished and funds were exhausted. The trouble between the engineers and the contractors in both counties is a matter of recent history. It is sufficient to say that these were finally adjusted and work was resumed early this summer on the road with state aid.

At last it has reached that stage of completion which will permit travel in good weather. It is far from a finished road yet. To make it so there is a moral obligation resting on Portland enthusiasts to assist in securing aid from the state or private sources.

The counties of Columbia and Clatsop have done their share and have burdened themselves with a heavy debt to do so. During the campaign, promises were made that if the counties would construct the grade effort would be made to have the state put on the hard surface.

Scenes along the Columbia-Clatsop stretch of the Columbia river highway from Portland to the sea that will be dedicated Thursday. Above at the left is a graded section in the Bear Creek canyon; in the center is a panorama of the Columbia river from a slightly point along the highway; below it is a view of the dry masonry wall 51 feet high, at Bugby Point; at the right is a picturesque waterfall along the highway. Below at the left and in the center are two views of grading work below which is a concrete culvert on the Gearhart-Seaside section of the highway. At the right is a map showing the location of the highway.

So much for the history of the road. From a standpoint of developing the country it opens up a vast section hitherto inaccessible. On the upland there are hundreds of thousands of acres of rich land and on the lowlands or delta thousands of acres that can now be easily reached. The highway will be a trunk line for an immense region of great possibilities.

As a scenic highway it is a fitting supplement to the one along the upper river. While not so rugged in character there is a beautiful blending of landscape and river that is unsurpassed. The road is the product of skillful engineering and of a most permanent character.

The grade is 24 feet in width under five per cent and the curves are sweeping and graceful. Probably the

most scenic point is Bugby Point, 1300 feet above sea level. The highway approach to Bugby pass and down the supported grade around the loops and for a distance of two miles beyond the loops affords a wonderful panoramic view of the Columbia river, its wooded hills, cultivated valleys and towns along its banks as far as the eye can see. The highway for three miles of its length is also in full view from the top of the hill and from many points along the line.

The distance from Portland to Seaside over the highway is approximately 125 miles.

The mileage from Portland to other points is as follows: to St. Helens, 28.9; to Goble, 40.3; to Rainier, 47.3; to Clatskanie, 62.7; to Astoria, 104.8; to Gearhart, 122.5.

**School Accounting Plan Is Efficient**

School Clerk Thomas Devises the Most Comprehensive System; Now in Use Here.

School Clerk R. H. Thomas is given credit for devising one of the best and most comprehensive systems of accounting for a school district that has been seen anywhere.

His system, which is in use by the Portland school district, was adapted from the standard adopted by the United States bureau of census. Mr. Thomas prepared a 16-page pamphlet explaining every detail of the system.

He recently sent a copy of this, with a sheet showing the arrangement of accounts, to the School Board Journal, published in Milwaukee, Wis.

"This schedule is the first comprehensive classification which we have seen," wrote W. C. Bruce, editor of the School Board Journal, in reply. "It is so complete and so reasonable in all its detail that I believe it will prove a splendid guide for school accountants throughout the United States."

The entire schedule is to be published in the School Board Journal.

**Minister Works in Shipyards.**

Blyth, England, Aug. 7.—Rev. F. E. Watson, leading Wesleyan minister, enlisted as a war worker, and was assigned as a laborer to a local shipyard.

# ELKS HAVE GREAT, GOOD TIME PICNICKING AT BONNEVILLE

