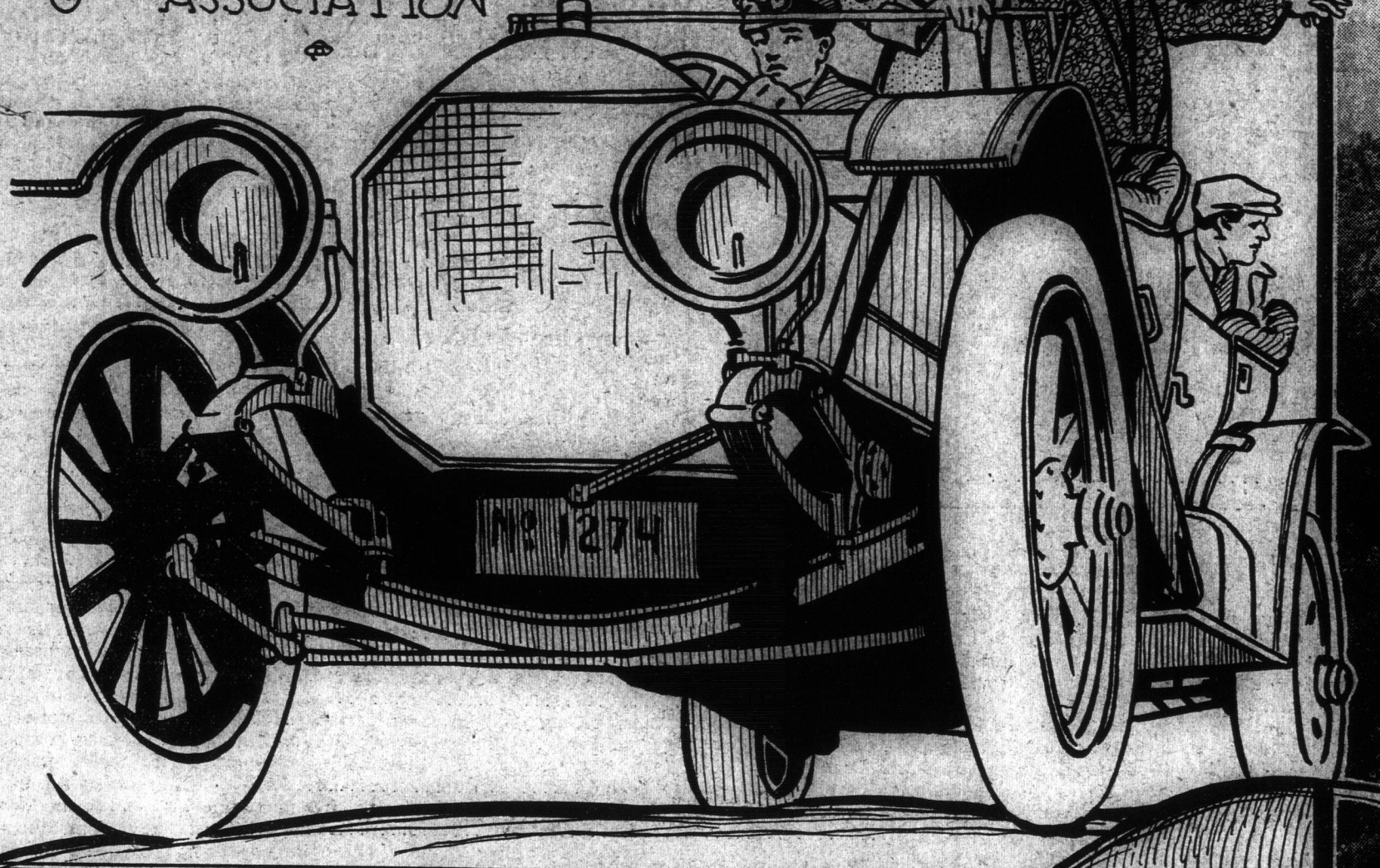


THE PACIFIC HIGHWAY

BY
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SCENE IN THE SIERRITA
MOUNTAINS, NORTHERN CALIFORNIA

nificent tour, with ample hotel and garage accommodation along the route, and one which in scenic charm and interest is unequalled throughout the whole world.

GLIDDEN MAY REACH VANCOUVER

Officials of the Pacific Highway Association and the Automobile club of Southern California are co-operating with each other in an effort to have the route of the next Glidden tour laid out from Mexico through the Pacific Coast States to Vancouver. This would practically be along the line of the proposed great Pacific Highway. So far nothing has been heard from the A. A. officials in regard to the proposition but they are thought to be seriously considering the matter.

AUTO LESS DANGEROUS THAN HORSE

Statistics prepared by the United States government concerning the number of fatal accidents during 1909 show that the motor car is practically at the bottom of the list.

The list which follows shows the low rate of the auto: Railroads, 6,659; burns, 3,992; horse drawn vehicles, 2,152; mines and quarries, 1,997; poisonous gases, 1,837; other poisons, 1,779; electric cars (trolleys), 1,723; sunstroke, 816; automobiles, 332; freezing, 251; lightning, 150; homicides, 149. It will thus be seen that if the papers chronicle all of the fatalities caused by horse drawn equipments they would have more than three such display features to one caused by automobiles. Putting it in another light automobiles caused but 2.8 per cent. of the accidents in 1909 as against 9.6 per cent. of the horses.

In Dakota they are talking about changing the standard sled gauge to 56 inches and the automobile men are delighted with the idea.

From present indications, 1911 will probably go down in history as "the motor year," especially in Western Canada.

TOO SUGGESTIVE

Old Rocksey—Why did you quarrel with the count, my dear?

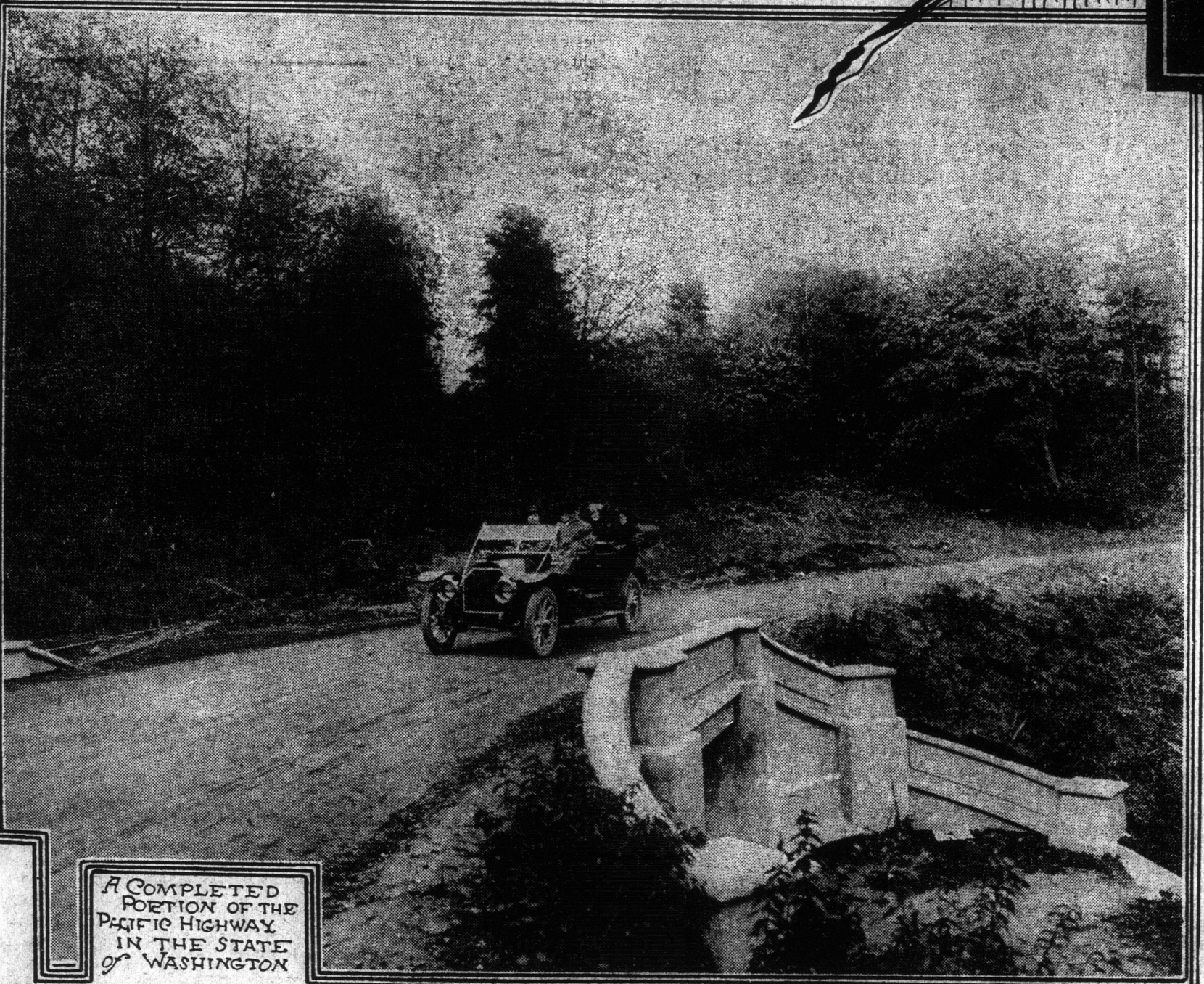
Miss Rocksey—He called me his treasure, and it sounded altogether too suggestive.—Smart Set.

"Bridget, I feel so ill I wish you would not go out today. Couldn't you get what you are going for just as well tomorrow?"

"Faith, an' Oi can—tomorrow or anny day. I was goin' out to get meself a new job."—Harper's Bazar.

Fitznoodle—Who is that strange-looking man who stares at me so much?

She—Oh, that's Mr. Mencegga, the eminent insanity expert.—London M. A. P.



A COMPLETED
PORTION OF THE
PACIFIC HIGHWAY
IN THE STATE
OF WASHINGTON

There is an irresistible wave of public sentiment sweeping over the whole of North America in favor of better highways. This sentiment is rapidly crystalizing, as far as the Western part of the continent is concerned, into projects for two important trunk line roads, namely, the "Canadian Highway," across the plains of central Canada, through the British Columbia mountain ranges and valleys, to the Pacific ocean, and the "Pacific Highway," which, for the immediate present, continues the "Canadian Highway" down the Pacific Coast to the Republic of Mexico.

Ambitious as the "Canadian Highway" project may appear to those who are not in touch with this movement, it must be admitted that the "Pacific Highway" programme, as follows, is even more aspiring. There is a strong international association in existence to work for and promote in every way possible the construction and linking-up, by the various county, municipal, state, provincial or federal governments interested, of a great highway stretching "from a point as far north as possible to a point as far south as possible on the Pacific Slope of the continent of North America, to be known throughout its length as the Pacific Highway." This association is named the Pacific Highway Association, and has a strong and enthusiastic membership in British Columbia, Washington, Oregon and California, and a limited membership elsewhere throughout North America, even numbering on its roll members as far away as Montreal. The association's present headquarters are in the city of Seattle. The Pacific Highway today exists continuously from Tia Juana, in Mexico, to Vancouver, in British Columbia, and undoubtedly amongst the members of the Pacific Highway Association there are many who believe that their day-dreams of the present will see realized, perhaps within a decade, a "Pacific Highway" stretching from the Arctic ocean to the Panama Canal! In the light of the marvelous developments of the past ten years, it is possible that these present-day visions may in the year 1921 rank as prophecies. At any rate great strides are already being made.

The writer of this article is officially identified with the Pacific Highway Association, and therefore will confine his remarks here chiefly to the Pacific Highway, but, in passing, will say that, speaking from experience with those he has come in contact, in Northern Washington, Southern British Columbia and Vancouver Island, as well as many other scattered individuals, the supporters of the Pacific Highway project are alike supporters of the Canadian Highway, regardless of boundary lines or different cities in which they may dwell. These international road projects are not dreams of fancy that appeal only to the imaginative mind, but the commercial value of these thoroughfares is founded on just as hard a sense of business judgment as any transcontinental railway that has ever been built. When these highways are built, connected, and well-finished, a first-class paying traffic will be found ready and waiting to use them; exactly as is confidently anticipated for the two great railway lines now building across the almost unsettled middle portion of Canada.

To California must be given the credit for taking the lead in first providing sufficient funds for their share of the Pacific Highway. An eighteen million dollar bond issue is now available for building a system of trunk line highways over that state, and Governor Hiram Johnson, within the past thirty days, has made the statement that the Pacific Highway, from the Oregon boundary to Mexico, would be the first highway to receive attention. Already the Pacific Highway from Tia Juana, Mexico, to Redding, in Northern California, is in most places in splendid condition; though further north in California much of the road will have to be entirely rebuilt in order to get moderate grades through the mountainous sections.

Oregon, by a popular vote, last November, authorized each county to act as a unit in the issuing of bonds for highway construction. For the next two years at any rate the improvement or construction of the Pacific Highway in that state will be carried out by a county unit system. The work through more than half of this state will be comparatively easy, as the natural route follows the famous agricultural valley of the south to north, flowing Willamette river. An organization of Oregon Good Roads enthusiasts is now actively co-operating with the Pacific Highway Association in pushing for the early completion of this thoroughfare through Oregon.

In Washington two important bridges were provided for by the late legislature, which now make it possible to go from the Columbia river entirely across the State of Washington without the use of ferries. These bridges are across the Lewis river, connecting Clarke and Cowlitz counties in the southern part of the state, and across the Skagit river, in Skagit county, in the north. A part of the state. Forty thousand dollars has been spent by the State Highway Department on surveys of the Pacific Highway, and every foot of the route is surveyed between the Columbia river and the Canadian boundary; so that the Highway Department is now in possession of full information regarding the requirements of every section. The Automobile Club of Seattle has just set aside five hundred dollars for the marking of the Pacific Highway through Washington. A standard sign will be used, which will carry

the words "Pacific Highway," and the emblem of the Seattle Automobile Club.

The Hon. Thomas Taylor, Minister of Public Works for British Columbia, has already agreed to immediately construct a new and excellent section of the Pacific Highway from the international boundary to the existing magnificent highway bridge crossing the Fraser river at New Westminster; from whence, to Vancouver, there is already a splendid highway. British Columbia highway officials have also agreed to build the Pacific Highway, within the next three or four years, to Hazelton, British Columbia, which is within eighty miles of the Alaskan boundary, and, in fact, it is confidently anticipated that within four years the British Columbia Government will have extended the highway to the fast-developing town of Stewart, British Columbia, which is just on the Alaskan border.

Much has been said on behalf of the Pacific Highway in regard to the enormous tourist trade that it will attract to the Pacific Coast,

and undoubtedly this is the most spectacular feature of this project, but, even this large and profitable tourist trade will not in the aggregate equal the benefits to be derived along its length from a good trunk road in every locality. All the year-round hard roads mean cheaper farm products, greater production, more profits to the farmer, and a reduction in the city cost of living. More settlers will be attracted to the land, for transportation difficulties and isolation are the handicaps of the rural population of America today. However, all these local advantages from good roads are now well understood everywhere, so it is perhaps useless enlarging here.

At the end of this article the existing Pacific Highway route is given, which is taken from records of a tour made in 1910.

For hundreds of miles in many places choice of several routes is possible, and, in this connection, the Pacific Highway Association is always glad to receive suggestions or route criticisms, either verbally or in writing, at their Seattle headquarters, aiming at the

shortening and improvement of the route between Tia Juana and Vancouver, B. C.; correspondence on this point is appreciated, for the final and definite route is not yet everywhere selected. It, however, must be borne in mind that although the association wishes to adopt a Pacific Highway route as short as possible, yet it is also the aim to touch as many places of interest as practical, even if to reach these places slight detours may be required; in cases such as this preference is invariably given to the route by which the roads are the best.

It is hardly within the scope of this short article to dilate upon the resources, magnificent and varied scenery, the thriving towns and cities, etc., to be found along the Pacific Highway route; that has already been done in many newspaper and magazine articles that have appeared at different times during the past few months. It is sufficient here to simply say that the Pacific Highway trip, during the summer half of the year, from Tia Juana to Vancouver, B. C., is a most enjoyable and mag-