

**A SPLENDID DESCRIPTIVE SKETCH OF THE GREAT NORTHWEST COUNTRY**

(Continued from Page One)

"Spud", a graduate of Pullman college, explain the government irrigation system to us. He also showed us how people live and farm there. All this was kindly done and was of great interest to us. We must also pay high tribute to the manager of the Commercial Hotel who so kindly assisted us in collecting information. We were impressed with the congenial spirit we found to be so prevalent and the neatness all around. We like to call there again.

On the forenoon of Oct. 31 followed the Yellowstone Trail with the intention of getting to Kennewick at night. Somewhere along the road we saw a sign board with this inscription "27 Miles to White Bluffs". Mrs. Herrmann assured me that this was the place where the Austins who are at Vernonia came from. I pulled the left ear of "Henry" and off we went towards White Bluffs. For miles we saw nothing but sage brush, sand, and the heavens over head. In some places the road leading over drifts of sand had a scenic railway effect. For a long time we were sure that eternity had already commenced, for the trail seemed to have no end. Its vast wilderness. Twenty minutes before we came to our destination we passed through a small town called Hanford. We now were on the bank of the Columbia River. To our almost consternation we were informed at White Bluffs that we had to go out another 11-14 miles to the Austin place. It was on towards evening but we heroically undertook the trip. Since it was getting dusk we missed the place and traveled an additional few miles. To our surprise we came to the home of a lady who settled out there some years ago and now has as beautiful a home as you can find on Knob Hill. The architect of it is Austin, who is teaching in our high school. We were shown through the house. It was now dark, but we retraced our trail and came to the Austin place where we found everything in good condition. After a stay of a few minutes we went back to White Bluffs where we stayed over night. Now this community seems so very far away from civilization. But the soil is good. A new railroad will be built through to Kennewick and thus connect it with the trunk lines of the Yakima Valley. The government dam will also not be too far away to benefit this community. The great need there is a good irrigation system to make it another beautiful agricultural community.

On Saturday morning we motored

back to the Yellowstone Trail, turned to the left and came to Richland. This little city is still small but is developing rapidly. It cooperates very closely with Kennewick its nearest neighbor. Early berries are a specialty. The community is outside of the Federal irrigation system, but has a very excellent association system with plenty good water. The land values about the same as at Grandview or Sunnyside; perhaps a little lower. We again enjoyed the courtesy of being shown through the country to see the farms and the community.

Kennewick was the last town we visited. It is located on the bank of the Columbia river and is the center of the early berry industry. The Chamber of Commerce secretary to us very frankly and freely of the community. He directed us also to one of the older settlers who deals in land. In his window we found a display of all the products of the community except livestock. He lectured to us for some time in an informal way. Among other things he explained why some of the farmers have gone bankrupt. It was because they planted orchards of winter apples which can be raised elsewhere. In this valley the successful farmer must raise the things that cannot be raised successfully anywhere else. They are even raising some cotton there now. While the land is high in price we are sure it is not too high. It is not a "hold-up" scheme. There is not a boom on, nor do they want any boom. But people who want to make homes there and till the soil are invited to come.

On the evening of this same day we hurried to Umatilla, Oregon, via the "Horse Heaven". On this trip we saw a good many horses. At one time we passed at least about 35 in one herd. It is their Heaven and they do there about as they please. We encountered some fog and progress was slow for several miles. The road is fair, but the utmost care must be taken not to get off into the sand. At Umatilla we intended to rest, but it being a railroad center this was impossible. So on Sunday we started to Portland where we arrived shortly after four o'clock. The road from Umatilla to The Dalles is fair, but in some places there are many chuck holes. We came home to cast our ballot on election day and returned to Portland to rest and have my eyes attended to. On Wednesday evening, Nov. 12, we came back feeling fine and much encouraged. We have learned a good many things on this trip and arrived at a few conclusions of which I may have the privilege to speak at some later time. We have some descriptive material issued by the Chamber of Commerce of some of the cities we visited and shall be glad to talk to any one about this trip who is interested in that community.

H. G. Herrmann.

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**DID YOU EVER STOP TO THINK**  
By E. R. Waite, Secretary, Shawnee, Okla., Board of Commerce

That in order to facilitate transportation, more attention should be paid to good roads.  
That good roads and the motor truck will solve many of the transportation problems of today.  
That most short hauls can be made by motor trucks.  
That they will make local freight congestion a thing of the past.  
That they solve the problems of making quick deliveries.  
That it will bring the market closer to the small town merchant.  
That many of them lose business by not being able to get quick deliveries of goods ordered from nearby wholesalers.  
That they will bring the market closer to the farmer.

That today most farmers are dependent on the roads to get their products of the farm to the market.  
That when the markets are good the roads are often bad and he can't get to market and get the advantage of higher prices.  
That when the markets are bad the roads are often good and necessitate dumping his products on the market at a loss.  
That good roads help every citizen. Every citizen should help that which helps him. Boost good roads.  
M. M. Johnson made us a pleasant call as we were running last week's paper. Speaking of chilly weather, Mr. Johnson says that all winters are not mild here, as in years past he has seen three and four feet of snow on a level all over the valley.  
Noah began to build his ark before the rain started.

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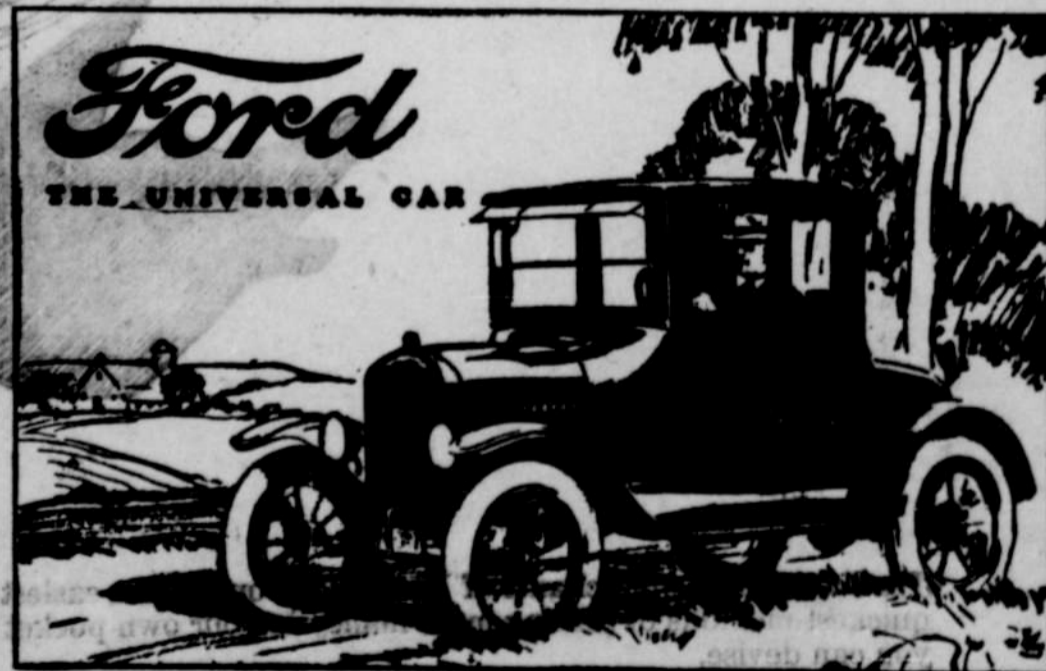
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Swifts Premium Hams Pound ..... 31c	Picnics, small meaty shoulder Pound ..... 18½c	Cut String Beans Can 15c, 3 cans for 40c	<b>BUTTER</b> Kingsley's Finest Quality, Guaranteed 1 Pound 40c, 2 Pound Roll 79c
Bacon Backs, sugar cured and delicious meat, pound ..... 23c	Tillamook Cheese, rich and fresh, pound ..... 30c	Kerrs Premier Jelly 6 oz. glasses ..... 40c	Campbells Soups, can ..... 10c
Bordens Milk, large cans each ..... 9c	Van Camps canned Grape Fruit, can ..... 19c	Cane and Maple Syrup ..... 1 Pint Glass Jug ..... 30c	Little Chick sugar Corn 3 cans ..... 40c
4 cans for ..... 75c		<b>ALFALFA HONEY</b> PURE EXTRACTED HONEY— Bring your own containers, Pound ..... 15c 5 Pounds ..... 65c	Amazon, yellow Ching Peaches 2½ pound tins ..... 22c

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