

Vernonia Eagle

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La Grande Host To Legion Horde

M. E. Carkin Wins Individual Honors at Conventfon

Float Declared Among Best

Returning Delegates Proclaim the "Battle of 1927" to be Best Convention Given

The 1927 American Legion convention at La Grande was the best ever given in the opinion of returning delegates to Vernonia the first of this week. The meeting lasted from Thursday to Saturday of last week, and was attended by the following from the local Legion and Auxiliary posts: Mr. and Mrs. H. E. McGraw, Mr. and Mrs. A. L. Kullander, Mr. and Mrs. Harry Wilson, Mr. and Mrs. A. L. Fenner, Mr. and Mrs. Clarence Nance, Mrs. Wayne Lappe, M. E. Carkin, J. A. Harp, E. M. Murphy, Dan Nelson, Harry Zimmerman, R. La Rocque.

M. E. Carkin was advanced to the rank of grand conductor in the state 40 et 8 organization. He lost by a close margin of being elected state vice commander of the American Legion to Earl McSherry of McMinnville. George E. Love of Eugene was elected state commander. Carkin was presented with a large silver cocktail mixer for his record in signing up the greatest number of legionnaires for this year. His record is 291, and he has signed a few more since the affidavit of that number was sent to state headquarters July 10. Carkin receives permanent possession of this cup.

The attendance at the mammoth parade in La Grande Saturday afternoon included nearly 5000 out of town visitors and delegates. Nearby towns and cities added to the nearly 3000 conventionists. The parade, featuring drum corps, floats, etc., was declared the greatest in Oregon Legion history.

George Thayer, Guy Mills, E. W. Holtham and D. B. Reasoner left in the latter's automobile yesterday for a vacation trip in southern Oregon. They plan to visit Diamond lake, Crater lake, the Oregon caves and other places undecided. They plan to be away about three weeks.

Members of the Vernonia fire department burned the remains of the old Coyle dance hall Tuesday evening. It was almost completely destroyed by fire last fall.

W. B. A. To Have European Marathon Cruise in 1929

Port Huron, Michigan, July 18—At Convention sessions of the Women's Benefit association, world's largest fraternal benefit society for women, being held in Port Huron this week, unanimous vote was given for a European marathon cruise for the 1929 convention, election of officers to take place in London, England, with installation in Paris.

Miss Bina M. West was again honored with unanimous election to the supreme presidency, this being her fifth consecutive election as chief executive.

Law amendments acted on cover popular new plans of insurance including pensions, disability, educational benefits, thrift and sickness. The office of a national health supervisor was created by the convention to supervise the wide field of health activities engaged in by the association.

Official titles were changed to president and secretary in place of commander and record keeper respectively. All other titles to correspond. Women may now take as high as \$10,000 in benefits instead of the former \$5,000 certificate, also reincorporation was made perpetual instead of 30 years as formerly.

Supreme President West left the convention to accept Governor Fred W. Green's invitation to attend the annual Governors' Conference Banquet, July 26, at Mackinac Island, as Republican National committee-woman for Michigan.

Construction Starts on New Telephone Building

Work started this week on the new telephone exchange for the Oregon Telephone company on the lot east of the location of the exchange at present on Bridge street. The building is to be 27 by 55 feet and will be built of hollow tile, with inside metal lathes. The front will be of red rub faced brick.

Besides the telephone exchange, the building will contain a garage and living quarters in the rear. John R. Coulter of Portland is foreman in charge of the construction.

71,000 Pounds Pyrotol Is County's Allotment

Word has been received from the O. A. C. extension service that Columbia county's allotment of pyrotol for this year, beginning July 1, is 71,000 pounds for land clearing purposes. During the last year Columbia county used 128,550 pounds of pyrotol for land clearing. When the present supply of government powder is exhausted, it will be the last of the government powder, according to present reports.

Orders will be taken by Geo. A. Nelson of St. Helens, county agent, at any time from now on until all the powder is gone. The first shipment will probably not be made until the last part of September or the first of October.

All the pyrotol must be used up by January 31. Any powder not taken by Columbia county at that time will be allotted to other counties. The price of pyrotol for this year is the same as last year.

Fire Destroys New Home Of O. H. Graves Friday

The new home of O. H. Graves was completely destroyed by fire at 10:30 p. m. Friday when the flames were believed to have spread from a defective flue to the walls in the center of the house. No one was in the house at the time. A fire had been left burning in the kitchen stove and Mr. Graves had returned to the mill to work. The fire had gained such headway by the time it was discovered that attempts by both the city and mill fire departments to extinguish it were unavailable.

All the furniture and household goods were lost, it was stated. The property was said to have been quite well covered with insurance.

We Don't Have It as Hard as the Easterners Do

By E. E. Faville
Former Editor of the Western
Farmer, Portland

"Give me the post-office address in any section of the country," said a friend of mine to me the other day, "and I will find some drawback to that section."

He was about right. But some farm districts have fewer drawbacks than others and to my way of thinking the Pacific northwest, by and large, today comes nearer to not having something the matter with its possibilities agriculturally than any other section of the country.

There are large areas of land suitable for extensive cultivation, stock ranges and the like, and these are being used. And there are other areas closer to the centers of population and transportation facilities where the types of farming followed are specialized, diversified and irrigated. It is in these sections that the greatest growth agriculturally is being made.

The crops grown in these special areas include fruits, vegetables and nuts and such extra special crops as filberts, walnuts, broccolli and mint. Each year finds these crops increasing as market demands are increased. The farms which grow these special crops run from five to about fifty acres in size.

Poultry farms stand out by themselves. Many of them are large commercial plants. The number is increasing annually.

But by no means do all our farms put "all the eggs in one basket," either literally or figuratively. Since the World war there has been a considerable growth in the number of diversified one-family farms. These farms avoid all the great staples like wheat, corn and cotton, staples which

Please turn to page 6

Short Road to Clatsop Beaches From Portland Is Now Being Proposed

Route Through Beaverton, Banks and Vernonia Proposed by Clatsop Residents Would Cut Time.

Construction of a new inland highway between Portland and Seaside, placing Portland within 2 1/2 hours from the beaches and shortening the present route by 40 miles, is being promoted by prominent business men of the Clatsop beaches.

Announcement of the intentions of the beach men to "strike out" for a new road was made recently in Portland by O. W. Taylor, general manager of the Hotel Gearhart, who was in the city conferring with members of the state highway commission on matters pertaining to the Roosevelt highway.

Survey to Be Asked

No official mention of the proposed inland highway to the Clatsop beaches has been made to the highway commission, even though the support of the project is widespread among the business men of the district. It is understood, however, that a movement is on foot to ask the highway commission to make a survey.

"Agitation for a new road to the Clatsop beaches," said Mr. Taylor Friday, "has been brought about by the inability of the Lower Columbia highway to care adequately for the beach traffic with the present narrow pavement and sharp curves. The new highway, making a short-cut inland, could probably be constructed at an expenditure not exceeding the cost of widening and straightening the Columbia highway. Such a highway would bring our most populous beach centers to within 2 1/2 hours of Portland; it would open up a delightful route through the mountains and coast valleys; would bring Saddle Mountain park into use, and greatest of all, would relieve congestion on the Lower Columbia highway. The proposed inland route would be about 85 miles from Portland to Seaside, against 125 miles via the Columbia route."

Canyon Route Proposed

The proposed route would leave Portland via the Canyon road, would pass through Beaverton, Hillsboro southwest to Banks and Buxton, and then swing north to Vernonia. From Vernonia the highway would go practically due west to Seaside via the present Rock Creek road, through Jewell, the Fishhawk creek, Saddle mountain, the Lewis and Clarke river, and into Seaside over the county road.

New construction would be necessitated most of the distance between Seaside and Vernonia. The grade of the Lewis and Clark logging railroad extending from Saddle mountain about seven miles towards Seaside, will be abandoned in about two years and might be incorporated in the highway, the promoters believe. The grades would be easily negotiated, it is averred, as the summit of the road would not be more than 1000 feet above sea level.—Oregonian.

O.-A. Train Spills 7 Logs at Local Depot

A whole carload of seven logs was spilled from the Oregon-American train coming through Vernonia Friday noon, which resulted in a near accident for the young daughter of Joe Morris, who was standing in front of the depot at the time. Something seemed to jar one of the trucks in the train and then the logs started rolling off directly in front of the depot. The girl screamed and jumped out of the way of one, which crashed against the building where she had been standing. Loe Schwab, who was in the building at the time, opened the door of the waiting room and let her inside.

Logs were strung along the track for about 100 yards before the train could be stopped. A new Roadster that was said to have belonged to an employe of the Standard Oil company, was bent on one side when a large log crashed against it. The cause of the accident has not been determined.

Sumpter—Work begun on telephone improvements between this city and Canyon City.

Says Building Paper Mills in Northwest Is Profitable Industry

Supply in United States Small, Will Never be Over-production of Product; Advantages Here.

In an address delivered in Portland recently by Charles C. Durkee, industrial engineer, the Pacific northwest is pronounced an ideal territory for the manufacture of paper and pulp. He says in part: In answer to the question whether the building of new pulp and paper plants in the Pacific northwest is likely to result in an over-production we may say, as to local markets, yes, probably; but as to American demand as a whole, emphatically no. The following quotation from bulletin 1241 of the United States department of agriculture contains a very succinct statement of the facts:

"American forests supply less than half of the pulp wood needed for all the sulphite, mechanical, and sulphate pulp we use, but four-fifths of that needed for soda pulp. Of what is needed for newsprint paper they furnish one-third, of that for wrapping paper two-thirds, and of that for boards and book paper slightly more than half.

"Canada furnishes pulp wood for 37 per cent of our entire paper requirements, and about equally in the form of pulp wood, pulp and paper.

"The inability of the middle Atlantic, New England and lake states to meet the demands of the pulp mills has led to imports of Canadian pulp wood, 85 per cent spruce and the remainder aspen. It is clearly apparent, however, that the situation in both New York and Pennsylvania is extremely critical. The gradual exhaustion of local supplies, regardless of any other developments, promises to make the future situation worse rather than better. Any development which produces or accentuates a shortage of supplies will inevitably tend to stimulate the development of the industry in other parts of the United States."

Whenever the production of paper pulp on the Pacific coast exceeds the demands of local consumption, there will always be a profitable outlet in those sections of the east where existing paper mills are dependent on imported supplies of pulp. There can be no doubt that rail and water rates to such mills will be adjusted to meet the situation when business is offered in sufficient volume. In respect to supply and demand the paper industry today is in far different situation from the lumber industry, and the danger in the northwest is not that we shall have an over-production of pulp and paper, it rather that we may experience an over-production of pulp and paper mills which are not founded on adequate reserves or timber under their own control.

It has long been a practice in Sweden to operate pulp and paper mills and other wood utilizing industries in conjunction with sawmills, in order that the fullest possible use might be made of the products of the forests. It is from Sweden that we have derived the sulphate process and the most practical applications of the mechanical and sulphite processes. In view of the great similarity of conditions existing in this country and in Sweden in respect to forest cover, topography, maritime commerce, etc., it would seem that we might still learn valuable lessons in wood utilization from the Swedish people.

On the Pacific coast we have great advantages of climate, of proximity to the world's greatest market for all forest products, and of capital for the unlimited development of new industries. It is therefore a reasonable expectation that we shall see a great expansion of pulp and paper making in the Pacific northwest, and at the same time complete disappearance of refuse burners from our sawmills. In place of burners there will be mills devoted to the manufacture of valuable building and industrial materials out of the refuse which the burners formerly consumed.

In view of all the available facts, statistical and geographical we can not escape the conclusion that the development of pulp and

All Stars Win Again From Birkenfeld Team

The Vernonia All Stars defeated a combination team of Jewell, Birkenfeld and the O.-A. Giants Sunday on the Vernonia diamond by a score of 11 to 9. The game was featured by the heavy hitting and loose playing of both teams. Vernonia knocked Red Machen, local O.-A. twirler, out of the box in the sixth inning when they scored seven runs and overcame an early Birkenfeld lead. The local team has no game scheduled this Sunday, but plays the Nevel grange team of Astoria at Vernonia on August 7.

Birkenfeld	9 12 8
Vernonia	11 13 6

Batteries: Machen, Larson and Berg; McGregor and Graven.

Wilark Man Drowns Sunday in Big Eddy

John Coutu, 24, of Wilark was drowned Sunday afternoon in the Big Eddy, a deep hole in the Nehalem river between Vernonia and Mist. It was said that he was swimming over the deep place under water and never came up. Those who have dived into the hole for some distance have found that the water is many degrees colder a short distance under the surface, and it is presumed he was seized with cramps while swimming under the surface.

Attempts to dive to the bottom were fruitless, due to the coldness of the water. It is estimated to be about 25 feet deep at that place. Rescue workers came to town to get hooks to drag the hole, but these did not get the body. Finally a diver was called from Astoria. He reached here Monday afternoon and in a few minutes brought the body up from the bottom of the hole. The body was turned over to the coroner at St. Helens Monday.

Among those who witnessed the drowning were the man's wife. No children survive. He was an employe of the mill at Wilark. The body has been shipped to British Columbia for interment.

Gibson-Mitchem

Miss Lena Gibson became the bride of R. F. Mitchem at a wedding solemnized in Vancouver, Wash., Saturday. They are now living at the Vernonia hotel.

Motor Assn. Does Not Approve the Change in Fees

At the regular quarterly meeting of the board of directors, the Oregon State Motor association took a strong stand against any change in the license fee system until such time as the state highway program is finished and the obligations of outstanding bonds is met.

The State Motor association went on record as having the betterment of existing highways so as to keep pace with the increased traffic demand and the removal of safety hazards so as to make the use of the highways safer.

The financial conditions of the state is in a sound condition so far as highway construction is concerned and certain portions of the state have voted bonds, paid license fees and gas tax for many years on the basis that the highway program as outlined originally, would be completed. Any change in the financing plan would jeopardize the fulfillment of that promise and would react against the whole highway program. The present license fee system, while not perfect, has accomplished its purpose, said Geo. O. Brandenburg, secretary-manager of the Oregon State Motor association. "A fine system of highways has been constructed and the bonds are slowly but surely being retired. Not only that, but a small amount is available each year to match government money and so Federal aid to the extent of 1 1/2 million is spent on Oregon roads each year.

Why change this satisfactory condition for an unknown quantity. Things are progressing satisfactorily along the lines planned when the bond issue was voted by the people and we are pledged to this plan until the highway program is completed and bonds retired."

paper making in the Pacific northwest is destined to reach very large proportions, and to give rise to a new era of industrial expansion and prosperity.

Scappoose Men Want New Road

Short Route Between Scappoose and Vernonia Desired

Open Up New Rich Country

Scappoose, Chapman and Vernonia Representatives Ride Horseback Over Proposed New Route

In the interest of determining the feasibility of establishing a new market road between Scappoose and Vernonia, through the Chapman district, representatives of the three places were accompanied by the county roadmaster on a horseback trip over the trail between Chapman and Vernonia Sunday.

Those making the trip were W. W. Weist and Ross Shreve of the Scappoose Chamber of Commerce, Mr. Kingsley, Chas. Snape and Mr. Knott of Chapman, and E. L. Smith, Wm. Aspland and Emil Messing of the Vernonia Chamber of Commerce, and G. G. Hall of St. Helens, county roadmaster.

The Vernonia men met the Scappoose delegation at the latter place at 8:20 Sunday morning and the five drove to Chapman. At the Kingsley place, which is the end of the road, the nine men mounted horses and started towards the tunnel of the logging railroad a short distance away. This was to avoid climbing the high hill at that place. The tunnel is 2000 feet long.

From the Kingsley place to Vernonia by the trail was estimated to be 12.5 miles, which would make the total distance from Scappoose to Vernonia 23 miles. The rich fertile land that lies in this section is among the best in the county, according to Mr. Messing, who stated that he had never seen crops of better quality in any locality.

Approximately 65 families now live in the Chapman district, and the only thing that prevents 1000 families from living in the section is suitable roads to market. Mr. Kingsley has an eight-year-old apple orchard that is in the best of condition. With an elevation of about 750 feet and plenty of rain, with but little cold weather, it is believed to be ideal for the growing of fruit and small fruits, as well as many other agricultural commodities.

The Chapman district has a good school which last year housed 56 pupils. Mr. Messing stated that from one place where they stopped their horses to view the country there were at least 10,000 acres of rolling hills that could be seen which is ideal for agriculture and is now uninhabited because of lack of roads.

Some thought the proper place to bring the road in to connect with the present highway would be near the Parker place, three miles east of Vernonia. Others thought the road should come out by the J. Burtraw place, one mile east of town.

The expense of cutting, grading and surfacing the 12.5 miles of new road was roughly estimated by County Roadmaster Hall to be about \$10,000 per mile. Others in

Please turn to page 6

Christian Endeavor Society Is Organized At Evangelical Church

On Thursday evening, July 21, a reception was given in the Evangelical social hall in honor of Mr. and Mrs. A. C. Knause and Mr. and Mrs. Leland Thompson, who have recently been married.

In connection with this reception, the Christian Endeavor society of the Evangelical church was re-organized, after a period of being disbanded. Mrs. Lona Wideman was elected president, and the society is ready for diligent work.

The first meeting was held at 7 o'clock last Sunday evening with Mrs. A. C. Knause as leader. A good attendance was evidenced, considering that it was the first meeting for so long. Next Sunday evening, the meeting will be led by Mrs. E. E. Garner, and the lesson is on missions. Everyone is very cordially invited and urged to attend this meeting and help make it a success.