

# West Side Pacific Highway Special Edition

Attend the Big Road Meeting at Vernonia Theatre, Monday, April 8

## Vernonia Eagle

At the Joy Theatre At 2 O'clock p.m. The Public is Invited

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# ASK COMPLETION OF WEST SIDE ROAD

## MEET AT VERNONIA MON., APRIL 8

### Highway Will Benefit Many Oregon Cities

### Traffic Over Longview Bridge to Be Great

### See Few Obstacles

### Meeting Will Be Held in Joy Theatre; Recently Constructed Here

Detailed preparations were made yesterday to call a meeting of all the road enthusiasts in the towns touched by a north and south road leading directly from Eugene, north to the Canadian line, through Longview, Wash.

With the hope that a road association could be formed by representatives from the various towns along the route, a meeting has been called to be held in Vernonia on Monday, April 8, at 2 p.m. in the Joy theatre. This theatre was recently constructed and accords excellent accommodations for a crowd of 650. Prominent speakers will be on hand to fully explain all the benefits accruing to the various sections through which the road will pass, and it is believed that the sentiment will be great at the meeting to arouse enthusiasm which will mean the completion of a through road, graveled and with low grades, which will link western Oregon and western Washington at the Longview bridge.

Wesley Vanderecock, who has made a long detailed study of the traffic situation in the northwest, will be on hand to explain the probable volume that can be expected to pass through each section of the state covered by this road.

Other speakers will point out the agricultural advantages to be derived from the increased settlement of the country due to the completion of this project. The Longview bridge builders are under contract to complete the structure in less than one year. In the opinion of many who have made a study of the situation, every day that passes before the through route is completed north and south means that the status quo in regard to the tourist trade and settlement of land of these various sections will remain the same, whereas the completion of the road means in the neighborhood of 500,000 to 750,000 cars per year passing through these sections.

### Effort Being Made In Washington County

At a recent meeting of the Washington county court, at which delegates from northern Washington county and Columbia county were present, the court assured the delegates that every effort was being made to connect the remaining uncompleted sections between Banks and Vernonia on the Forest Grove-Vernonia market road. The court stated that they were in favor of the project; but were limited somewhat by the small amount of the funds available and that they were not authorized to expend money on this road which was apportioned or voted for some other roads in the county.

It was pointed out by the Washington county roadmaster that there were approximately three and one half miles of the road uncompleted at the present time, but that the county would have sufficient funds during the year 1929 to construct approximately two miles of the remaining section. This money would be expended in constructing a mile on each end of the remaining sector. The rest consisting of one and a half miles, would be near the summit of the divide and would be the most difficult part of the project; but that the county would have suf-

ficient funds to practically finish the job in 1930.

Roadmaster Jones told the people in the Banks-Buxton district that they could hasten the construction materially if they would vote special road taxes in their respective road districts and aid the county through the section benefited.

Washington county has decided to relocate practically all of the road between Banks and Buxton on account of the fact that as it is now located it winds over the tracks of the S. P. & S. Ry. and the Southern Pacific Ry. which practically makes it prohibitive as a state highway. The actual work has been held up on part of this section by reason of the fact that some of the property owners through whose farms the road is relocated have refused to deed the rights-of-way to the county and has forced it to start condemnation proceedings.

The matter of right-of-way has been practically adjusted at the present time and the county road department of Washington county will proceed to complete the road as soon as weather permits.

### Rainier Delegation Meets With Vernonia Chamber of Commerce

The regular meeting of the Vernonia Chamber of Commerce, held yesterday, was well attended by a delegation from the Rainier Commercial club, who came in the interest of the completion of the West Side Pacific highway from Eugene to the Canadian line through Longview.

Judge Wood, president of Rainier Commercial club, Jos. McKay, J. A. Schunesen, and W. E. Proctor represented Rainier, with Mr. Proctor, secretary of the Commercial club, as spokesman.

E. Proctor quoted Wesley Vanderecock, chief engineer for the Longview bridge, as stating that the bridge would be completed about January 1, 1930.

A meeting later in the afternoon of the executive committee of the Vernonia Chamber of Commerce with the Rainier Commercial club members was held, at which time the joint committee decided to issue a special edition of the Eagle called "Special Edition of the West Side Pacific Highway," which would be used to inform people living along the route of the proposed extension, that the big road meeting would be held in Vernonia Monday, April 8, at 2:00 p.m. at the Joy theatre, where numerous speakers well informed on the road situation would address the gathering.

Dean Rogers, president of Corvallis Chamber of Commerce and Dean of school of engineering of Oregon State Agricultural college, has been invited to address the meeting, as also E. C. Apperson, chairman of highway commission and banker of McMinnville.

### Rainier at Northern Terminus of Highway

The city of Rainier has the good fortune of being located at the northern terminus of the proposed extension of the West Side Pacific highway at the junction of the lower Columbia river highway. Its location is ideal from the standpoint of being accessible to the tourist and will share to a large extent the enormous development of the Columbia river district.

It is just across the Columbia river from the new city of Longview, Wash., and its growth will undoubtedly keep pace with the development of the city on the opposite side of the Columbia. Located on the gently rising slopes of the south banks of the Columbia george it offers ideal home conditions and the cities of Longview and Kelso can be seen across the river together with a great expanse of the Columbia valley in both directions.

### Enthusiasts For Project Interviewed

### All Towns Expected To Cooperate

### Responses Warm

### Proctor and Vanderecock Spend Profitable Week Along the Proposed Route

Wesley Vanderecock, who holds the position of chief engineer of the Long-Bell Lumber company and who is promoting the construction of the Longview-Rainier bridge, and W. C. Proctor, of the Proctor-Martin company of Longview and Rainier, made a trip this week through Vernonia to Forest Grove and Willamette valley points to determine the sentiment of the people in the various sections concerning the proposed extension of the West Side Pacific highway through Forest Grove Vernonia to Rainier. They reported that at all of the various places visited there was practically no opposition and everyone interviewed expressed themselves as being favorable to the project.

At Forest Grove they interviewed Loyal Graham, ex-state representative, who expressed

himself in favor of the road, and stated that it was the one single project that would develop the western Willamette valley more than any other proposition. The highway committee of the Forest Grove Chamber of Commerce, called a meeting and adopted a resolution favoring the early construction of the road and expressed themselves as willing to use their efforts to put the project over.

At McMinnville they interviewed Mr. Apperson of the McMinnville bank and he was very enthusiastic in his support of the proposed road and agreed to have a large delegation at the meeting to be held in Vernonia April 8. At Corvallis, Dean Rogers of the school of engineering of the Oregon State college, was approached on the proposed route and he expressed himself in favor and would attend the meeting in Vernonia and do his utmost to see the project completed. At all other points along the West Side Pacific highway as far south as Junction City they met with the same response and everyone agreed to be at the meeting at Vernonia on the 8th of April to perfect an organization for the purpose of constructing the northern section of the highway.

Upon their return to Vernonia they held a meeting with local business men and were very enthusiastic about the project they had been accorded and expressed themselves as certain that with the right organization at the head of the project it would become a certainty within the near future.

### Huge Bridge Well Under Construction Between Rainier and Longview

### Traffic Will Be Passing Over \$5,800,000 Structure By January 1, 1930 According To Wesley Vanderecock, Chief Engineer of Longview Bridge

According to advices received from Wesley Vanderecock, promoter of the Longview-Rainier Bridge, the project will be completed about January 1, 1930. The concrete piers upon which will rest the huge cantilever structure are now being poured and the actual placing of the spans will begin within a short time.

This is one of the longest spans of its kind in the United States and will when completed connect Longview, Wash., and Rainier, Ore., which are now being served by a ferry between the two points.

In granting the permit to construct this bridge, the war, navy and commerce departments of the United States government were very desirous that the structure when completed would in no way interfere with navigation up the Columbia river to Portland and inland points and required that it be placed at such a height above the Columbia river that ocean going shipping would pass under the span without being impeded in any way.

### Road Adjacent To Vernonia Is Completed

### Would Straighten Curves And Resurface

### \$90,000 Per Year

Section of Road From Washington County Line To Pittsburg Is Completed

Road district 9, comprising the section of the proposed Forest Grove-Rainier extension of the west side Pacific highway surrounding and extending from the northern Washington county line to Pittsburg, has voted a 10-mill special tax which will be expended in the improvement of this section.

It is proposed, according to the budget adopted at the meeting of the taxpayers, that this money be used in straightening out curves and resurfacing and oiling part of the five miles between Vernonia and Pittsburg.

The road from Vernonia south to the Washington county line, about seven miles, has been recently graded and the remainder of the unsurfaced section, about one and a half miles, will be surfaced this year. This will complete the road to the Washington county line and with the early improvement of the Washington county section consisting of about three and one-half miles will make the Nehalem valley territory accessible from the northern part of Washington county.

The improvement of this section has taken on an added interest in view of the fact that it is directly in line with the proposed northern extension of the west side Pacific highway and practically all of the work heretofore completed will be used on the proposed extension.

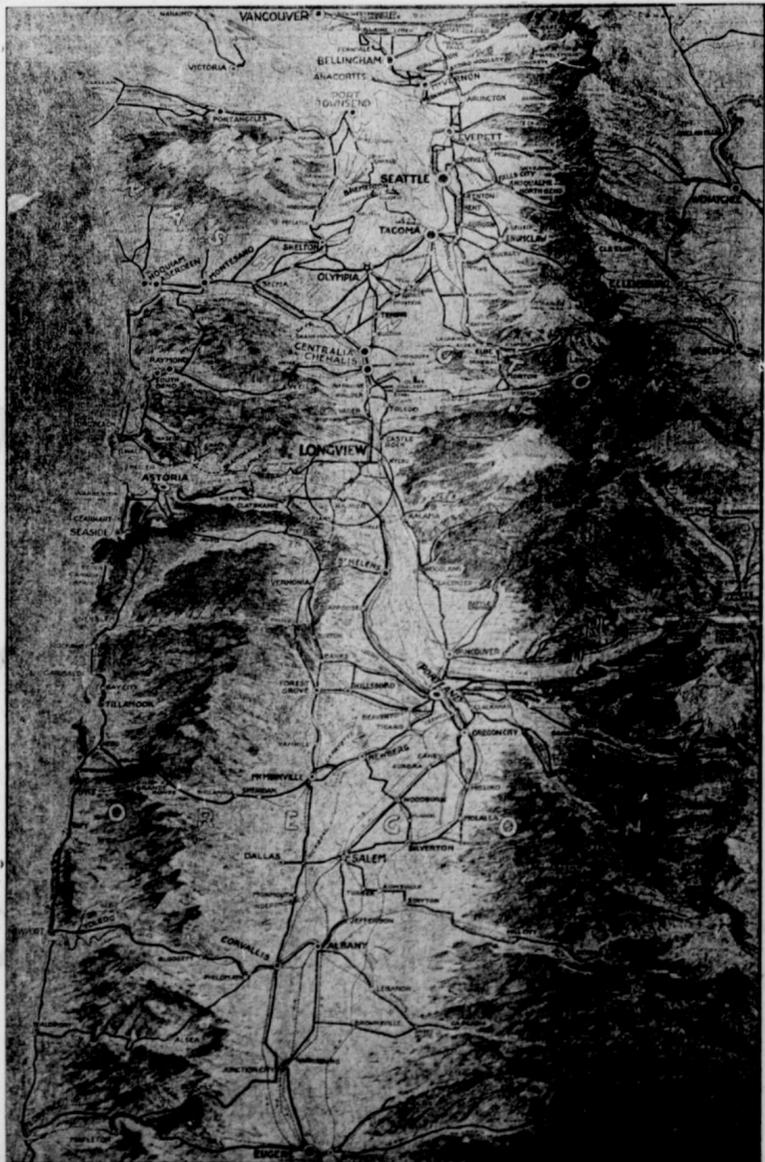
All of the seven miles of the road between Vernonia and the northern Washington county line and the section of the road between Vernonia and Pittsburg will be of state market road standard construction and according to the highway engineers is on a much better grade and alignment than many of the present state highways.

The Vernonia district is spending approximately \$90,000 a year in road construction and has, during the past few years, developed one of the best market road systems in the state. This has been aided materially by the fact that it was in a rich timbered area and the taxable valuation was sufficient to raise the funds needed for the improvements.

According to the present plans adopted by the taxpayers in their budget at the last special road tax meeting, the present market road system will be practically completed this year. This will relieve the necessity of spending any additional sums of money for the present designated roads and give the county court an opportunity to appropriate what money is available to improve and construct the remaining portions of the proposed road from Forest Grove to Rainier.

Surveys have been made and from the information compiled by the engineers the distance from Pittsburg to Aply is estimated at from nine to twelve miles, depending on which route the distance is computed.

But in none of the surveys is the distance estimated at more than twelve miles. From this point the road would lead to Rainier over the Rainier-Aply market road a distance of eight miles. This would make the distance between Vernonia and Rainier on the proposed route approximately 23 miles and the distance to Forest Grove along the proposed route a distance of 26 miles or a total distance from Forest Grove to Rainier of 49 miles.



Topography map in perspective showing Columbia River Longview bridge, the Columbia river radiation point of the principal arterial highways of the Pacific northwest.