

Vernonia Eagle

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 MARK E. MOE, Editor

ON TO VERNONIA

It seems to be the tendency of some, who are not directly benefitted by any march of progress, to block or hinder any project from which they will receive no direct personal gain, not taking in consideration the fact, as in this case of the proposed extension of the West Side highway that, not alone this section, but the whole of Oregon would derive the gain of a better and shorter route.

This road meeting is not being called together for the purpose of presenting the facts to the Chamber of Commerce and Commercial clubs of cities along the proposed route, but for the purpose of presenting the proposition to the citizens who live in the cities along the new route and a welcome is extended to all who are interested in better roads and shorter routes, which means that in these days where nearly all own their own cars and use the highways, that everyone possible should attend a road meeting which proposes and aims to sponsor a shorter direct route.

So let all who possibly can attend the meeting Monday, April 8, at 2:00 p.m. in Vernonia, and hear from the committee in charge and prominent speakers just what this new extension will mean to the state of Oregon, and to those who favor a shorter routing to Washington cities by the way of Rainier across the new Longview bridge which is now under construction and should be completed January 1, 1930.

COOPERATION NEEDED

If we see another section of the country strive for better roads we are pleased and proud that Oregon continues to carry on its good road program, but when it hits home, we must all put our shoulders to the wheel and assist in every way possible to make the proposition, which in this case means a better and shorter route, a reality.

The first duty for every citizen especially in Vernonia and cities nearby is to attend the road meeting on Monday, and all who attend will be convinced that this new extension will be the life and backbone of this section of Oregon.

The future of this section of Oregon depends on a road building program of this nature.

Eugene, Corvallis, McMinnville, Hillsboro, Forest Grove, Rainier, Vernonia and other cities along the new extension will be the great gainers in this new proposed route, but the state of Oregon and its citizens, and the tourists at large will also realize benefits from a shorter and better route.

CHOOSE WITH CARE

The ultimate results that will be accomplished by the meeting of the delegates from the communities served by the west side Pacific highway and its proposed extension north through Forest Grove, Vernonia to Rainier will depend largely upon the caliber of the men selected at that meeting to direct the destinies of the organization which will be formed at that meeting. If the project is to be successful it will have to be directed by men who are representative in the communities from which they are chosen, men who have the interests of their communities at heart, men who have a knowledge of road construction and the necessary steps to be taken to put over a project of the magnitude of the proposed extension. It is to be hoped that this meeting will not suffer the fate of the large majority of such meetings; but out of it will be born an aggressive working organization that will function until the project is completed.

VERNONIA HELPS

Vernonia can well be proud of the honor bestowed upon her by being chosen as the meeting place of the various delegations from western Oregon for the purpose of forming an organization to promote the construction of a highway that will be of unlimited value to all of western Oregon and especially the communities directly affected by the proposed road. Vernonia is located on the section that is yet to be completed; but has bent her efforts towards a goal that will in the near future be realized. This can only be accomplished by joining hands with other communities along the west side Pacific highway and adopting the age old slogan, "In Union there is strength."

ROAD IS EMPIRE BUILDER

In the days of our fathers it was generally believed that the coming of a railroad to a community was the herald of progress but this idea has been gradually displaced by the fact that most communities depend largely upon their highways for transportation facilities and what railroads formerly meant to cities now is furnished by our intricate system of highways interlocking practically every community in the state. This is true of western Oregon, where the proposed extension of the west side Pacific highway will be built an deach community along the route will be benefitted by the endless procession of tourists and home-seekers who will pass through the country served by the proposed road, where many will locate and make their homes.

The city of Rainier can well be proud that



Scene along the road between Houlton and Wilark, on the highway to Vernonia.

Highway Cuts Through Some Heavy Timber

The scenery between Forest Grove and Timber, presents some of the most beautiful wooded lands in the northwest. Between Houlton and Wilark, on the main highway between St. Helens and Vernonia, the tourist encounters some of the wondrous scenic beauties of Oregon.

Along the highways between Houlton and Forest Grove, virgin forest shades the roads, and the proposed extension of the West Side Pacific highway, between Rainier and Forest Grove, would be a delight for the tourist, who has not previously traveled along these lanes.

Along a few sections of the timbered highways, logging companies are operating, such as Wilark where the big concern of Clark & Wilson is working, but regardless of these few logging concerns which have reached the edge of the road, the highway between Forest Grove and Rainier is considered one of the most beautiful and interesting highways, and in the summer months thousands of tourists camp along the roads between these two cities.

Those attending the meeting Monday, April 8, at 2:00 p.m. in Vernonia from the south, should go from Forest Grove to Timber, and Timber to Vernonia.

A committee from the Commercial club will be on hand to direct the visitors to the Joy theatre, where the big road meeting will be held.

Prominent speakers and well known road engineers will be on hand and prominent citizens, including Senator Norblad and Representative Glen Melsker, have been invited to address the meeting. All interested in the proposed extension of the West side Pacific highway are invited and urged to attend.

"We've Had the Worst Kind of Weather, So It Must Improve,"—Lee

"April 4, glad it hailed today, and snowed itself out, for we are assured by our good friend Dean Collins that the day of the big road meeting Monday, April 8, will be a beautiful mild day, with blue skies and birds, flopping from telegraph poles to radio poles.

"The stores in Vernonia, who up until today displayed rain garments in their show windows, changed their display to straw hats and palm beach suits, which was the proper spirit, in which we wish to impress our visitors here Monday, regarding our weather conditions.

"All rejoiced this evening when it started to rain figuring that it couldn't rain much longer this season and would probably stop raining long enough Monday for the good road supporters to walk from their cars to the meeting place without getting soaked."

Yours,
"LEE."

Business Men Favor Project

A number of influential Portland business men, who have been interviewed concerning their attitude towards the proposed extension of the West Side Pacific highway from Forest Grove to Rainier, signified that they were very much in favor of the project as it would aid materially in the project from Portland to the Roosevelt highway, which was the bone of contention in the last session of the Oregon legislature.

At the last session of the legislature a number of bills and

live wires such as Judge Wood, Jos. McKay, J. C. Schunesen, and W. E. Proctor are leaders in their Commercial club and are sponsoring a project such as the West Side highway extension, which would be such a benefit to the state of Oregon.

If a city is as live as its Chamber of Commerce or Commercial club then Rainier must be the liveliest small city in the world.

California would have never interested and drawn the tourist trade if it had been the least backward in its road building program.

This section of the country should assist Oregon in upholding its reputation as the state of good highways.

The partner of progress is good roads.

County Court Orders Survey of New Route

The Columbia county court at a recent session made an appropriation sufficient to make a survey of the proposed section of the West side Pacific highway from Pittsburg to Apary. Preliminary surveys have been completed and the engineers have reported that a route can be located between these points that will not exceed three per cent and will be free from excessive curves and of such an alignment as will permit a maximum speed of fifty miles per hour over the entire distance.

Much of the proposed construction will be through territory that is now logged off and according to the engineers can be graded for less than \$20,000 per mile. A much lower pass has been found than either on the Pittsburg-St. Helens market road or the Clatskanie-Mist market road and much of the curves found in these roads will be eliminated. It is proposed to follow a low pass to the west of the Pittsburg-St. Helens, market road and follow practically a direct line to Apary.

The road from this point to Rainier would follow the Rainier-Apary market road at the present time; but this section would, according to the engineers, require considerable re-location and straightening if it was subjected to excessive travel. The county court had appropriated practically all of the available market road funds for the present year on this connecting link but due to the fact that the construction of the Longview-Rainier bridge was an uncertainty at the time of the county budget meeting, the funds were appropriated on other road projects in the county.

Special Edition Published to Advertise Meeting Here Monday

The resolutions committee, who have charge of the big road meeting April 8 at Vernonia, held their first meeting in the directors room of the Bank of Vernonia Thursday afternoon, April 4, mapping out their campaign on publicity. J. A. Schunesen of Rainier was appointed chairman of the committee with Lester Sheeley of Vernonia, Dean Rogers of Corvallis, E. C. Apperson of McMinnville, Loyal Graham, Forest Grove, and Judge Wood of Rainier composing the committee.

On account of the short period left in which to reach the people living along the proposed route of the new extension, the committee decided to have the Vernonia Eagle get out a special West Side highway edition, of 2500 copies which were to be distributed by special cars between Junction City, north of Eugene, to Rainier and points throughout the Nehalem valley.

In order to get the paper off the press on Friday in time enough to give the publicity committee a chance to get papers throughout the valley and cities along the route, the staff of the Vernonia Eagle were on the job from 7:00 p.m. Thursday night when the first copy for the paper was turned in, to 3:00 a.m. Friday and early Friday morning cars driven by members of the Vernonia Chamber of Commerce were out on the highway, delivering papers to centers along the line of route.

The first batch of papers from the press were rushed to Rainier, to the group of road boosters in that city, where W. C. Proctor secretary of the Rainier Commercial club of that city, handled the distribution for his territory.

Lester Sheeley, who is considered one of the best posted men in this section of Oregon on roads, assisted the committee in charge, by furnishing figures, and giving all assistance possible to get the ball rolling for the first meeting for the proposed new extension.

Ideal Camp Grounds In Nehalem Valley

No place on the entire Pacific coast offers more inducement for recreation than that section of the proposed extension of the west side Pacific highway from Forest Grove through the Nehalem valley to Rainier. The proposed road follows the Nehalem river for a distance of more than ten miles. Great maples shade the road way in many places and along the banks of the river, which is only a few feet away in many places. It is not uncommon to see many tourists lounging under the maples and Alders and bathing in the pools of the Nehalem.

The camping places are all free and practically any place along the streams can be made into a camp at a moment's notice. Some of the maple groves along the Nehalem river compose many acres and the seldom penetrates in the summer time. Many tourists who have visited the natural camping places along the Nehalem have stated that they have never seen anything to equal it in all of their travels and go away wishing they could spend all summer.

Declare Monday a Holiday and Come to The Road Meeting

Roads were built for your convenience and pleasure, and a good opportunity presents itself Monday for you to hop into your car, taking a short holiday, and drive to Vernonia, attending the big road meeting and we are assured you will become a real optimist regarding the future of western Oregon. And if you are interested in Oregon you naturally are on your tip toes to learn the best means of serving the state to the best of your ability.

The first step in this line of duty at the present time would be to attend the West Side Pacific highway extension meeting at Vernonia, Monday, April 8, at 2:00 p.m. where delegates and all interested in the welfare of this section of Oregon will be on hand to hear the proposition presented by expert engineers and sponsors of this new extension.

Welcome to the big mill town of Vernonia Monday, April 8.

Dogs As Scarce As Hen Teeth Here

Why there are no dogs in Vernonia may interest many, but this city claims the distinction of having less pups as boarders than any other city of its size in the world, and the reason is that the speed limit in the city is unrestricted.

It's hard on the dogs, and the undertakers are working three shifts, but still it draws the tourist trade, when they know they can visit a town and dash down the main stem 50 miles per. Our cops have been instructed to wave a fat mitt at the speeders and to assist any unfortunate tourist who may have had the misfortune to have a blowout by helping him change his tire and load his gas tank.

Washington County Roads to be Improved

A resolution was recently passed by the Washington county court to improve a market road between Buxton and Vernonia. The stretch of road will run from the Buxton depot northward to the Cummings hill. Besides making important improvements in grade and widening, the new project eliminates a bad crossing over a railroad.

This step on behalf of Washington county will complete an important link of the north and south highway and is looked on with favor by proponents of the West Side Pacific highway.



Virgin timber standing along the highway between Forest Grove and Timber.

Forest Grove Pleased With New Direct Route

Sentiment in favor of the proposed cut-off between Forest Grove and Rainier has reached a fever heat as a consequence of the meeting to be held at Vernonia, April 8. Forest Grove sees in this road a long expected and needed connection with the Columbia River highway at Rainier which will make the clatsop beaches and points in the state of Washington within easy reach of the people of the Tualatin valley and give to the west side Willamette districts a short cut north that will eliminate considerable mileage and make accessible much of the tourist and beach travel heretofore cut off from the district on account of inaccessibility to the Willamette valley cities.

This road would lead through huge forests of virgin yellow fir which heretofore has been shut away from the tourist on account of inadequate highways. The highway committee of the Forest Grove Chamber of Commerce has gone on record in favor of this proposed short cut and will, according to President Gillette, take the necessary steps to aid in the early formation of an organization to promote this project.

Forest Grove feels that it is entitled to a more direct route to Washington and lower Columbia river points and will be present at Vernonia on the 8 of April at the mass meeting called on that date with a strong delegation headed by Loyal Graham, ex-state representative and premier good roads enthusiast of Washington county in an effort to put over the proposed extension of the west side Pacific highway.

Nehalem Watershed Is Sportsmen's Paradise

Hunters and anglers who frequent the Nehalem river and its tributaries vision this section as one of the few favored spots in northwestern Oregon where the fish are always hungry and the deer can be enticed with a pinch of salt. The word "Nehalem," which is a corruption of the Yamhill Indian name meaning big hunting ground, and is no misnomer if reports of fishermen and hunters are to be credited.

There are approximately 350 miles of good trout streams in the Nehalem water shed and the hills abound with deer during most of the season. The state game commission has allotted more than four times the number of trout planted in the Nehalem river and its tributaries last year and from early reports the streams will offer more inducement to the sportsman than ever before.

Columbia County Market Roads Are Almost Completed

In the original market road system for Columbia county, three market roads were designated and the county court has used their efforts to complete these before any other routes were laid out.

The first one was the St. Helens-Pittsburg road; the second was the Rainier-Apary road and the third was the Clatskanie-Mist road. The St. Helens-Pittsburg market road has been completed for about eight years, the Rainier-Apary market road has been completed for about three years and the Clatskanie-Mist market road will be completed this year.

Practically all of the market road funds of Columbia county has been expended on these three projects and with their completion the county will be free to expend such additional market road funds which are levied from year to year on any new projects that may be designated.

At the time that the Rainier-Apary market road was originally constructed, there was little agitation for its extension to Vernonia. With present interest of the northern extension of the west side Pacific highway, the people of Columbia county have become wide awake to the possibilities of this extension. According to the assessed valuation of Columbia county, the market road funds available each year is approximately \$40,000 a year. This amount diminishes at the rate of about \$2000 per year on account of the valuation shrinking at the rate of a \$1,000,000 per year.

It has been pointed out by officials of the county that unless the county construct its main highways while the timber is uncut it will be unable to more than maintain the present roads within a few years. It has also been pointed out that the market road levies are no additional taxes on the property of the timberman and if expended judiciously will construct all of the connecting links over a period of four or five years.

To Cut Through New Territory

Present plans of those who have outlined the completed West Side Pacific coast highway include the construction of a road from Pittsburg, four miles north of Vernonia to Apary, nine miles south of Rainier. This would involve 12 miles of new construction and would provide a scenic road, short in length, which would open up a new section of Columbia county for settlement, as much of it is rich agricultural land.

The Nehalem valley is but sparsely settled at present, and this is due entirely to the fact that it has not been blessed with good roads, close to markets which could be reached quickly.

COLUMBIA RIVER LONGVIEW BRIDGE CO.



Letterhead used by Columbia river Longview Bridge Co., showing how the bridge will look when it is finished.