

Advantages of Vernonia Route

(Continued from page 1.)

present highway from Portland to Forest Grove. However a survey of sentiment in that section of Washington clearly indicates a preference for the improvement of existing roads rather than a duplication of present facilities by a new one.

On the other hand the Vernonia route has an overwhelming array of factors indicating its superiority, and leaving no option other than its selection. Among these are the following:

1. Financial advantages of the Vernonia-Hamlet route.

Based upon engineering facts and figures the selection of the Vernonia route will result in a saving of \$1,100,000 as against the Wolf creek route alone, and a saving of \$2,300,000 over the Wolf creek based upon inclusion of the Cronin creek cut off. This saving is based upon the following authenticated items.

1. Less cost of grad-
ing alone \$133,000.00
2. Additional cost Wolf
creek right of way 100,000.00
- 11 miles additional
rocking on Wolf
creek 100,000.00
- 11 miles additional
paving on Wolf
creek 275,000.00
- Necessity of rebuilding
St. Helens-Pittsburg
road as secondary
highway 200,000.00
- Clatsop county estimate
of cost of connecting
their secondary sys-
tem with Wolf creek 300,000.00
(No extra cost to con-
nect with the Vernonia
route.)

\$1,108,000.00

It is improbable that the St. Helens-Pittsburg road ever would be rebuilt, as it is wholly inadequate, and in lieu thereof the Scappoose-Vernonia sector would have to be built as a secondary to connect the Columbia river and Nehalem highways. This would cost \$500,000, hence adding \$300,000 more to the above figures. Should the Cronin creek cut off be added to the Wolf creek project there would be an additional cost of \$1,200,000. This gives a total maximum monetary advantage to the Vernonia-Hamlet route of \$2,608,000, which surely could be used to good advantage in other directions.

2. Federal aid advantage of the Vernonia-Hamlet route.

There will be 11 miles less of new construction chargeable against the state's allotment of Federal Aid mileage, and a total of 15 miles less inclusive of the Canyon road, if the Vernonia-Hamlet route is chosen. This additional 11-15 miles will be applicable to other necessary projects, thereby saving the state many more hundreds of thousands of dollars in addition to the saving shown in paragraph No. 1. This factor alone enhanced the desirability of the Vernonia-Hamlet route in the eyes of all other sections of the state.

3. Saving in time and cost of operation to travelling public.

The present Lower Columbia River highway has approximately 1300 curves between Portland and Seaside. Many of these are spiral and reverse curves running as 10 to the mile; a curve every two blocks average for the total distance. This road also has a total rise and fall of over 10,000 feet, almost twice as much as the Vernonia-Hamlet route.

The Wolf creek route has a total rise and fall of 8,100 feet. It has more than 11 miles of over 5% grade; these grades and consequent curves are poorly dis-

tributed as compared with the Vernonia route, in fact the maximum grades are congested.

The Vernonia-Hamlet route has a total rise and fall of only 5,800 feet and a maximum curvature of only 6 degrees, thus displaying infinitely better distribution of grades and curves. Highway engineers state that it would be safely a 60 mile per hour road, and that the distance to Seaside could easily be covered in less than two hours.

4. Construction advantage of the Vernonia-Hamlet route.

On the Vernonia route there is an adequate supply of rock necessary for surfacing and ultimately paving the road to be found at strategic intervals. This is not the case on Wolf creek. Work on the Vernonia route can not only be carried on from either end, but can be started at several intervening points thereby giving employment to more men and hastening its completion.

Adequate highway and railroad facilities available to the Vernonia-Hamlet route afford great saving in time and money in the movement of men and materials. Much of the work on this route can be done by hand labor on a station work basis, thereby relieving unemployment at no additional cost.

The difference in elevation will permit work all winter on this route.

Ample housing facilities for employees are available along this route.

5. Convenience advantage of the Vernonia-Hamlet route.

If the mileage of these two routes were taken from the center of population of the metropolitan area on East 16th street near Knott street, the Vernonia route would gain and the Wolf creek route lose considerable distance advantage, and a much greater proportionate advantage in time.

The Vernonia-Hamlet route is much shorter and faster for beach bound travellers from eastern Oregon and Washington points, and will help justify the existence of the St. Johns bridge now carrying less than 10 per cent of its estimated traffic.

Instead of the majority of beach goers having to lose time and temper fighting through the traffic signals and congestion of the heart of Portland to reach Canyon road, much time and gasoline can be saved by using through untrammelled streets in the northwestern part of the city.

Heavy traffic over this route can be dissipated and dispersed by more avenues at either end than any other route. Traffic disposal is one of the accepted major considerations in laying out highways.

6. Superior co-ordination of the Vernonia-Hamlet route with state and local road systems.

Should it be deemed desirable to construct a highway from Portland through northern Washington county to serve that district, such a project enhances rather than diminishes the desirability of the Vernonia-Hamlet route, since it would connect directly with the already designated Beaver creek highway extending from Buxton to Vernonia, thereby giving a fast alternate route and a logical feeder to the Vernonia-Hamlet route. The cost of such a road through northern Washington county is estimated at \$235,000, and leaves the Vernonia route still the more economical by a tremendous margin

of over \$1,000,000.

7. Economic return to the state from the Vernonia-Hamlet route. This highway is essentially a "year round" road, which will carry considerable more traffic than any similar highway in the state. Its usage will return a tremendous sum in gasoline taxes, as compared with little used highway in sparsely settled sections which do not "earn their keep."

This route traverses a fertile and undeveloped territory of over 200,000 acres of rich, usable land in the Nehalem valley, the development of which is essential to the growth in population and wealth of the state. Hunting, fishing, and outdoor scenes and life are to be enjoyed to the utmost along this route. The construction of an adequate highway will promote the influx of thousands of sportsmen with the consequent economic contributions.

The writer has spent much of the past few days with copies of the Seaside and Portland directories before him, canvassing the sentiment of those residents of Portland owning property in Seaside. The reaction was spontaneous and unanimous in favor of the immediate designation and construction of a northern short road to the sea, and there was not one dissenting voice to the selection of the Vernonia-Hamlet route. All were frank in stating that it was high time this section of the state received its just proportion of highway funds, after fifteen years of neglect, and after providing roads for all the rest of the state. Some were in a rebellious mood, expressing the sentiment that if this road was not designated and the needs of this section recognized, the state license and gasoline taxes should be materially reduced or repealed and county or district license or gasoline tax be inaugurated in this section to provide needed highways as is done in other states for example San Francisco county in California charged an additional license fee to provide county road funds.

There is little doubt that similar expressions would be received from those interested in other beach resorts, were it possible to methodically canvass them. It was a great surprise to find so high a percentage of those listed in the Seaside directory who were residents of Portland.

All informed and fair-minded citizens of the state are of the opinion that the Vernonia territory, consisting of the largest city and district not on a state highway map, is now entitled to consideration. At the time the original highway program was inaugurated Vernonia contained a few shacks and 115 people, ten years later over 3500 people were in its metropolitan area and there are scores of camps and smaller communities immediately adjacent. The district has contributed many hundreds of thousands of dollars to road funds without receiving one foot of state constructed highway.

The foregoing and other unmentioned considerations unmistakably point the necessity for the selection of the Vernonia-Hamlet route.

Yours very truly,
R. B. Early.

There was sunshine for 25 days or parts of days, 8 days when rain fell, mostly light showers, and 4 frosty nights in July, according to the local unofficial weather observer.

Mrs. C. U. Enstrom Entertains Guests

House guests of Mrs. C. U. Enstrom during the past two weeks were her daughter, Mrs. Ellen Steiner and children Glen and Lavelle of Tillamook, and Mrs. Blanche Miller and children, Blanche and Billy, of Phoenix, Arizona.

Mrs. Miller, then Mrs. Mackie, taught the school on the Parker place, once called the Nickerson school, about 18 years ago, and among her pupils were Mrs. Steiner and Mrs. C. F. Griffin, of Iowa, who is now visiting her parents, Mr. and Mrs. Franklin E. Malmsten. The three have been enjoying the renewal of their friendship and have been visiting some of the scenes of their former good times.

On Thursday of last week Mrs. Miller and Mrs. Steiner with their children, and Mrs. Enstrom and Omar Nickerson were all day guests of Mr. and Mrs. Sidney V. Malmsten.

Mrs. Miller and Mrs. Steiner visited here together about a year ago. They expect to leave for their respective homes this week.

Lois Malmsten, Everett Clark Marry

Lois Malmsten, daughter of Mr. and Mrs. Charles A. Malmsten was married to Everett Clark of Vernonia in Portland, July 29.

The simple ceremony was read by the Rev. D. Lester Fields in the parsonage of the Sellwood Methodist Episcopal church in the presence of a few friends.

The couple will live in Portland.

Mrs. Clark's former position as city librarian here is being temporarily filled by Mrs. Lloyd Thomas, her sister.

GROUP SPEND TUESDAY EVENING IN PORTLAND

Mrs. J. H. Bush, Joy Bush, Helen Hackett, C. Bruce, Glen Heiber and Neal Bush motored to Portland Tuesday. Mr. Bruce attended the fights and the rest spent the evening at Jantzen beach.

Neal Bush and Glen Heiber remained in Portland for several days on business connected with their college fraternity.

EVANGELICAL CHURCH

G. W. Plumer, Pastor
The only church service at the Evangelical church next Sunday will be the Sunday school at 9:45. Everyone come and help make it a worthwhile service.

The Evangelical Woman's Missionary society will meet in the church at 2 p. m. next Wednesday. The meeting time was changed from the first Wednesday to the second Wednesday this month because of camp meeting at Jennings Lodge, which necessitated

the absence of Rev. and Mrs. G. W. Plumer.

CHRISTIAN CHURCH

F. Claude Stephens, Minister
Services for August 7: 9:45 a. m. great Bible school. In the main school. The giving of the law is the lesson study. 10:45 a. m. Divine morning worship, theme "The Divine Law."

6:45 p. m. Christian Endeavor. 7:45 p. m. evening worship, theme, "Day of Small Things."

A cordial welcome—"You are but a stranger once."

Bible School Notes

Everyone enjoyed the picnic last Sunday at Big Eddy park. There were 175 present for Bible school and church service, with quite a few folks coming later. A long table was spread and the lunch was served cafeteria style, with lemonade and coffee. The afternoon was spent playing games and in swimming. Mrs. Ray's class of boys, the Lads' received the banner with 25 boys present.

We wish to thank Mr. Porterfield for the use of his truck, and the way in which he cared for the truckload of youngsters which he took to the park and then returned them safely to their homes.

Everyone be in Bible school next Sunday as our superintendent, Mr. Rose, has a surprise.

The W. M. S. of the Christian church will hold their regular monthly meeting at the home of Mrs. Maud Wells on Weed avenue Friday afternoon at 2 o'clock. All ladies of the church are welcome.

CARD OF THANKS

We wish to express our appreciation for the many beautiful floral tributes and the many expressions of sympathy bestowed in our recent bereavement.
Sakri Kauppi and family.
Mr. and Mrs. Cort Siedelman.

W. J. Armitage went to Portland Wednesday to participate in the buyer's week activities, returning in the afternoon to take Mrs. Armitage back to Portland for the theater party that evening. They remained over night for business in the city on Thursday. They had a brief visit with their son, William, Jr. and his wife in Vancouver.

Mr. and Mrs. G. W. Johnson, Mrs. Charles Van Alstine and Mrs. Guy Cameron motored to Portland last Friday.

The Fred Oswald family of

LODGES

American Legion
Vernonia Post 119, American Legion. Meets 2nd and 4th Tuesdays each month, 8 p. m. J. E. Kerr, Commander; Eugene Shipman, Ad.

A. F. & A. M.
Vernonia Lodge No. 184 A. F. & A. M. meets at Masonic Temple, Stated Communication First Thursday of each month. Special called meetings on all other Thursday nights 7:30 p. m. Visitors most cordially welcome.
K. A. McNeill, W. M.
W. E. Bell, Secretary.

Order of Eastern Star

Nehalom Chapter 153, O. E. S. Regular communication first and third Wednesdays of each month, at Masonic Temple. All visiting sisters and brothers welcome.
Mrs. Edith Pearse, W. M.
Mrs. Alma Bell, Secretary.

Mountain Heart

Rebekah Lodge No. 243 No. 243, I.O.O.F., meets every second and fourth Thursdays in I. O. O. F. hall, Vernonia. Visitors always welcome.
Marie O'Donnell, N. G.
Emma Miller, Secretary.

Pythian Sisters

Vernonia Temple 61 meets every 2nd and 4th Wednesdays in W.O.W. hall.
Edna Brown, M. E. C.
Clara Kerns, M. or R. & C.

KNIGHTS OF PYTHIAS

HARDING LODGE 116 Meets every Monday night in the I.O.O.F. hall. Visiting brothers welcome. R. M. Aldrich, C. C.
H. Culbertson, K.R.S.

Trehanne have moved into town where they are living in the Fitzgerald house on Rose Avenue.

Mr. and Mrs. E. S. Thompson and Mr. and Mrs. Lloyd Thomas went to Portland Sunday to see the Mission game.

Wayne Eckman of McMinnville has been a guest at the E. J. Douglass home for a few days this week.

Dr. and Mrs. M. D. Cole and family and their house guests, Mr. and Mrs. C. W. DeGraff and Mr. and Mrs. L. H. Dewey and son enjoyed a picnic at Arcadia park Wednesday evening.

Mr. and Mrs. A. L. Kullander spent the week end at Gearhart with Mr. Kullander's brother and wife of Portland. They went over Saturday, returning home Monday. They report unusually beautiful weather and enjoyed mid-night surf bathing. Mr. and Mrs. K. A. McNeill joined them there for part of Saturday and Sunday.

Mr. and Mrs. E. J. Douglass had callers from Portland Sunday, including Mr. and Mrs. Harry Neilson and Mr. and Mrs. Grimes, Mr. and Mrs. Grimes have recently come from Omaha to Portland where Mr. Grimes is doing steel construction work on the new federal building. They were friends of Mr. Douglass's son in Omaha.

J. A. McDonald is in poor health this week.

K. Inouye, proprietor of the Vernonia laundry, went to St. Martin Springs, Washington, last week for a two weeks outing.

Vance Laramore of Lewiston, Idaho, is visiting at the home of his grandmother, Mrs. J. Laramore. He stayed here during the school year of 1930-31 to attend the local high school. He is now a student at Lewiston Normal.

Phyllis and Margaret Nelson left Wednesday morning to spend a week at Rockaway beach with a friend.

Mr. and Mrs. Ed Forgard and

daughter Ruth visited at the home of Mr. and Mrs. Frank Lange Tuesday, Wednesday and Thursday of this week.

C. W. Reithner went to Portland Thursday of last week on business and returned Sunday evening.

Mrs. Henning Erickson and daughter Melba of Clarkston, Washington, have been house guests of Mrs. Adolph Nelson for the past three weeks.

Adolph Nelson enjoyed a visit last week with an old friend, Adolph Peterson, whom he had not seen since they came over from the old country together 27 years ago. Mr. Peterson, Mrs. Peterson and their daughter, who are now living in Canada, were guests of Mr. and Mrs. Nelson for several days.

Councilmen George W. Johnson, Ben J. Cline and F. E. Malmsten inspected municipal light and power plants in McMinnville and Forest Grove Tuesday, and also engaged the services of an auditor, Otis Crandall of Hillsboro.

JOY THEATRE

"Rebecca of Sunnybrook Farm" at Joy Theatre Saturday and Sunday. Admission 10 and 25 cents. Adv.

\$25.00 REWARD

By the Oregon Farmer
For the one who can furnish the information that will lead to the arrest and conviction of the following:

The party who broke a padlock on Elmer Bergerson's gas pump 8 miles south of Vernonia on Timber road taking several gallons of gas. This was done between 12:30 p. m. and 9:00 p. m. Sunday, July 31, 1932 (afternoon).

Give this a thought if you happened along at this time and receive the reward.
Thanking you,
Elmer Bergerson.

Classified Ads

LOST AND FOUND

LOST — Keys on ring. Finder please leave at Eagle office. (1*)

FOR RENT

Two furnished houses in good shape inside and out. See Mrs. Clara Cleveland, 1024 Columbia street. 294f

FOR SALE

Lloyd loom baby carriage to sell cheap—Mrs. Fred Wall, House 17, O.-A. hill. 312c

PIANO—for sale in Vernonia. Fine condition—Snap—Terms about like rent. H. A. Livernash, 1481 Halsey St., Portland. 31*3

NOTICE TO CREDITORS

Notice is hereby given that the undersigned as Superintendent of Banks for the State of Oregon is in charge of the assets and affairs of Bank of Vernonia, Vernonia, Oregon, for the purpose of liquidation. All persons who may have claims against said bank are hereby notified to make legal proof thereof by filing a duly verified claim, as by law provided, with the Deputy Superintendent of Banks in charge at the office of Bank of Vernonia, on or before October 5, 1932.

A. A. SCHRAMM,
Superintendent of Banks.

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Last date of publication October 14, 1932.

Penney's Mid-Summer BLANKET EVENT.

S-A-V-E on These Thick, Warm Part Wool BLANKETS

Made especially for Penney's during the manufacturer's slack season. We pass the savings along to you! Thick, soft cotton-and-wool core-yarn construction. Block plaids — sateen-bound — newest boudoir colors. Extraordinary Value!

Full Double Bed Size 70x80 in.—4 lb. weight \$1.98 pr.
1930 Price, \$2.98

Sheet BLANKETS
At a price that challenges comparison.
Good weight, block plaids, 70x80 in.
47c

Double BLANKETS
FULL BED SIZE 70x80 in.
Comes in many colors of block plaids only.
98c PR.

Fleecy, Heavy-Weight Part Wool BLANKETS
● Core yarn construction.
● Block plaids, sateen bound.
● Newest boudoir colors.
Full Double Bed Size, 70x80 in.
\$2.44 pr.
1930 price, \$3.49

SAFEGWAY STORES
DISTRIBUTION WITHOUT WASTE

FOR SATURDAY AND MONDAY, AUGUST 6 AND 8

COFFEE
1 POUND 23c
Airway package coffee . . . Fine for flavor

CHEESE Pound 13c
Oregon Full Cream

FLAVO JELL Pkg. 5c
Fine for the hot weather dessert

CATSUP 2 Bottles 25c
Hiway. Puts pep in that flavor.

PRUNES 4-Pounds 15c
Start the day with a dish of prunes

MAYONNAISE
PINT JAR 25c
Best Foods . . . Nationally known.

SALMON Can 20c
Del Monte, Red Sockeye . . . No. 1 tall

RICE 4-Pounds 17c
Blue Rose . . . full grain

SHREDDED WHEAT Pkg. 10 1/2c
The Nation's cereal

SUGAR Sack, 100-lbs. \$4.17
Canning time is here . . . BUY—SAVE

MILK Can 5c
Max-i-mum . . . Real quality for less

SATURDAY ONLY—
Lettuce 2-heads 5c
Fine, large heads
Cantaloupes 2 for 7c
Finest quality . . . sweet and meaty
Tomatoes 2-lbs. 5c
Fancy No. 1 quality—SPECIAL

Choice Meats
Market Features:
Beef Boil . . . lb. 8c
Boneless Beef Stew lb. 15c
Hamburger or Sausage . . . lb. 12 1/2c
Salt Pork . . . lb. 13c

SAFEGWAY STORES
DISTRIBUTION WITHOUT WASTE