

VERNONIA EAGLE



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RAY D. FISHER, Editor and Publisher

Price Fixing By Code

Theoretically price fixing under NRA codes is sound, yet in practice it has given more trouble, probably, than any other part of the entire program.

The aim has been to reverse the process by which the country sank deeper and deeper in the bog of depression. After the stock market crash late in 1929, prices fell, men were thrown out of work, and the wages of those who held their jobs were cut. A low selling price meant a low wage—hence the attempt under the NRA to make possible the boosting of wages through the fixing of prices at a level that would support the wages.

What took place in the lumber industry serves as an example. Huge stocks of lumber were on hand when the depression broke, and the only way of moving them was by rapid decline in price. To continue production and sell at cut prices it was necessary for the lumber companies to slash wages. In consequence employees were getting barely enough for food, and cheap food at that, a little bootleg, perhaps, and gas for their cars if they had to drive to and from work. For the rest of what they had to have they went in debt, and what they could do without remained unbought.

The NRA sought to remedy this by

fixing the price of lumber at an amount sufficient for payment of a living wage. It sought, too, to end the glut in the market by establishing production quotas, because the maintaining of a fairly high price level would obviously be difficult if not impossible in the face of overproduction. The logic back of price fixing was sound.

Yet the price fixing requirement in the lumber code has stirred violent dissension, and despite its approval by a majority of the directors of the West Coast Lumberman's association, its elimination is not unlikely.

The practical difficulty has been that consumers either are unable to buy lumber at the established prices, or are not interested in buying it. High prices of commodities that remain unsold do no one any good, manufacturer, dealer or wage earner.

The perplexing part of the problem is whether wages will have to be cut if lumber mills are permitted to set their own prices. Will they set them too low? There should at least be some safeguard against the return of the old vicious circle—dull business, slashed prices, reduced wages, diminished buying power, duller business. Price fixing or no price fixing the depression will be with us as long as business lags and men fail to receive an adequate wage.

"Public ownership at its most careless is better than private ownership at its best," declared Pete Zimmerman in Vernonia last Monday. Rather a bold defense, it seems to us, for incompetency, inattention and sometimes graft for which the public must pay just as certainly as would a private owner who allowed his business to be conducted "at its most careless." Public ownership can be a success only when it is administered as prudently as private ownership at its best.

The community chest needs your help. Give every dollar that you can, and if you haven't any dollars, give what you can.

DRIVING COURTESY HELD SAFETY NEED

The simple element of courtesy on the part of automobile drivers would have averted 866 accidents in Oregon in August and cut the total for the month in half, reveal records of the office of Secretary of State P. J. Stadelman.

Such infractions of good driving practice and rules of the road as driving on the wrong side of the road, failing to yield the right of way, cutting in, passing standing street car, passing on curve, passing on the wrong side, failing to signal, failing to stop for through highway, and cutting the left corner were responsible for the 866 accidents. All of these could have been eliminated had common courtesy guided the action of the offending driver, stresses the state department, in checking over the 1,727 accidents during August. Of this total, failure of 352 drivers to yield the right of way was responsible for the largest number of accidents.

Additional causes for difficulties, in some of which courtesy on the part of the driver might also have produced different results, were exceeding the speed limit, improper turning, disregarding an officer or signal, driving off the roadway, double or prohibited parking, skidding, backing, and failing to set brakes sufficiently.

"Why an individual who never fails to observe ordinary courtesies in every other relationship

with his fellowmen loses all respect for the rights of others when he gets behind a steering wheel is one of the dangerous oddities of human nature, adversely affecting safe driving records," points out the accident bureau of the secretary of state's office, as it urges courtesy on the streets and highways and cautions against thoughtless or careless car operation.

FOREST FACTS

Lumber and wood products pay 63 1/2 per cent of all wages and salaries of Oregon's manufacturing industries. A "sustained yield" forest program might be a "life saver" for Oregon—if, and when.

According to the last federal census, Washington had 86,897 workers employed in forest in-

dustries; Oregon had 52,171. Prior to 1930 the lumber industry brought approximately \$250,000,000 per year into these two states.

Work is progressing on short plays which are to be presented publicly by the Rainbow Girls soon. Miss Nan Cray is coaching.

OLD-TIME DANCE
OREGON RANGE RIDERS MUSIC
Saturday
OCTOBER 6
Odd Fellows Hall
VERNONIA
GENTS 25c LADIES 25c

Have Your Battery Tested
We are equipped to test your battery and tell the condition of the cells. Have it done now and be ready for the cold weather.
VERNONIA BRAZING & MACHINE WORKS
TWO EDS



Mr. and Mrs. Harry Culbertson and family spent Sunday at Manning with Mrs. Culbertson's parents, Mr. and Mrs. T. S. Crawford.

Oscar Sorlee, who is in the CCC camp at Oak Ridge, near Eugene, is home on a vacation to last until Oct. 29. He earned extra vacation time by overtime work.

A daughter, Mary Catherine, was born to Mr. and Mrs. William Nissen Sunday.

Marshall and Kathryn Malmsten were here Sunday to visit their parents, Mr. and Mrs. F. E. Malmsten.

Dr. Irving E. Vining, noted orator will speak at the Rod and Gun club banquet, I. O. O. F. hall, Monday, Oct. 8. Program begins at 7:30, open to the public. Admission 10 cents. Adv.

John Miller, who is now a mechanics helper on the Bonneville dam project, was in town Wednesday. He is planning to build a cabin there and move his family from here.

F. F. Malmsten came in from Westimber camp Monday, returning Wednesday.

Miss Nettie Alley, county health nurse, inspected children in the Washington grade school yesterday.

Mrs. E. C. Wright came from San Francisco Friday to visit her sisters, Mrs. Emma Graham and Mrs. D. M. Deakin. She likes Vernonia and will stay for some time, she says.

Allen Ray and Morris Graves of Burns got a mule deer in eastern Oregon last week end. Mr. Ray returned to Vernonia Tuesday.

JOY THEATRE

Janet Gaynor and Warner Baxter in PADDY THE NEXT BEST THING Saturday and Sunday, October 6 and 7. Admission 10 and 25 cents. Adv.

V. M. Whitsell was in from CCC camp Wednesday.

D. MacDonald had a setback of 10 days but is able to be out again.

Mickey New, from the CCC camp at Reedsport, is home on vacation.

Mrs. Austin McGilvray accom-

panied Mr. and Mrs. R. A. Simmons to Portland Monday.

Mr. and Mrs. Virgil Powell and son Melvin visited in Jewell Saturday.

Mr. and Mrs. W. R. Fox and son Cleve of Blackburn, Okla., uncle and aunt of Bert Tisdale, are visiting at his home here.

Ted Tisdale of Seattle is visiting at the home of his parents, Mr. and Mrs. A. H. Tisdale. Another relative, Tom Tisdale of Seattle is accompanying him.

Dr. R. A. Olson, who has been in the Seaside S. P. and S. depot during the summer, has been given second trick at the Bonneville station.

J. C. Haskins was hurt Tuesday at Sunset when he was struck by a line, hurting his chest and breaking his ribs.

Ten Years Ago

Vernonia Eagle, Oct. 3, 1924.

Mr. Van Alstine has been working with the electricians at the O.-A. for some time.

Bonnie Buffmire celebrated her fifth birthday Friday with a party for several of her little friends.

Milk pails brim with prosperity (Bank of Vernonia ad.)

"Knobb Hill" or "Vernonia Heights," as part of the town west of Rose avenue is called, is coming into its own with new graveled roads and sidewalks.

Mr. and Mrs. Earl Smith and Mrs. J. W. Brown drove to the state fair last week.

C. R. Watts has taken over the interests of his partner, H. J. Buffmire, in the City Transfer company.

Mr. and Mrs. E. H. Washburn went to Portland Wednesday to meet Mrs. Dora Washburn and children Mabel and Billy, from Pittsburg, Pa., who will make their home here.

FOREST GROVE-VERNONIA STAGE CO.

TIME SCHEDULE NO. 8 EFFECTIVE OCTOBER 5, 1934
Cancelling Time Schedule No. 7—Subject to change without notice.
Independently Owned and Operated by K. H. (Doc) CLIFF

FRIDAY ONLY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	STATIONS			DAILY EXCEPT SUNDAY & HOLIDAYS	SUNDAY & HOLIDAYS	FRIDAY ONLY
P.M.	P.M.	P.M.				A.M.	P.M.	P.M.
6:15	3:00	4:00	Lv.	Portland	Ar.	9:43	4:53	8:23
7:15	4:00	5:00	Lv.	Forest Grove	Ar.	8:55	3:55	6:55
7:27	4:12	5:12	Ar.	Gales City	Ar.	8:40	3:45	6:45
7:45	4:30	5:30	Ar.	Glenwood	Ar.	8:25	3:30	6:30
8:00	4:45	5:45	Ar.	Timber	Ar.	8:10	3:15	6:15
8:10	5:00	6:00	Ar.	Sunset	Ar.	7:55	3:00	6:00
8:30	5:15	6:15	Ar.	Vernonia	Lv.	7:40	2:45	5:45

Passengers delivered to Cochran when picked up at Forest Grove.
Depots: Vernonia—Armitage Drug Store, Skinny's Card Room.
Forest Grove—Hotel Oregon.

Portland-Forest Grove Via Pacific Greyhound

VERNONIA-PORTLAND STAGES

Sundays ONLY P. M.	STATIONS			Sundays ONLY P. M.
6:30	Lv.	Vernonia	Ar.	9:10
6:40	Ar.	Pittsburg	Ar.	9:00
6:50	Ar.	Camp 10	Ar.	8:45
7:05	Ar.	Wilark	Ar.	8:30
7:15	Ar.	Trenholm	Ar.	8:20
7:20	Ar.	Happy Hollow	Ar.	8:10
7:30	Ar.	Yankton	Ar.	8:05
7:40	Ar.	Houlton	Lv.	7:55
7:45	Ar.	St. Helens	Lv.	7:50
9:00	Ar.	Portland	Lv.	6:15

Passengers Will Be Delivered to Camp 8 When Picked up at St. Helens or Houlton

Depots: St. Helens—Terminal Confectionery. Houlton—S. P. & S. Ry. Depot. Connect Houlton to Portland via S. P. & S.