

FEDERAL ROAD OVER BLUE MOUNTAINS NOW PROMISED

Within a reasonably short time, it appears now, there will be three federal and state built roads across the Blue Mountains. Some time ago the county court of this county made application to the forest service for financial aid in building the Thomas-Ruckles roads from Summerville to Meacham across the Blue Mountains and another from Elgin over the Woodward road to Milton. The forest service sent a man to investigate the feasibility of the proposition. According to federal requirements such counties as have portions of their areas within the forest service, are in line for federal funds to build roads with. County Judge Phy and his commissioners took advantage of the matter, as stated, and success seems to crown their efforts. The county authorities will be advised shortly it is expected, just how soon the federal funds will be available, and also of the exact manner of distributing them. It is not at all improbable that the money will be forthcoming next year.

After making a thorough investigation of the forest service engineer reported to his superior in Portland in the following words:

Portland, Ore., Nov. 6, 1916.—Mr. J. B. Finch, U. S. Forest Service, Portland, Ore. Dear Sir—In conformity to your official request made early in October, I have, during my reconnaissance through the north-eastern counties of Oregon, secured data on the various roads for which Forest Service aid has requested. My work from Morrow Co. west is not complete, and I will write you on these roads subsequently. This may be considered a report on the situation in Umatilla, Union and Wallawa Counties. Umatilla and Union counties have jointly petitioned for assistance on two roads, the Woodward and the Thomas and Ruckles roads. Wallawa county is preparing a petition for a road north through the forest toward the Grande Ronde river and Lewiston. I went over portions of the Thomas and Ruckles and the Woodward roads, and talked about these roads with the County Courts and citizens of all three counties.

through the Wallawa National Forest would form a portion of a through route to the Grande Ronde and Snake Rivers and to Lewiston. There seems to be a demand for a good road to the north end of Wallawa County. As a portion of a through road, however, it is my impression that the present road through the forest is better than a portion north of it. The grades down into and out of the canyon of the Grande Ronde are reported to be very bad and many cars get stuck at these places. I believe that there is little reason to improve the Forest road until some attempt is made to improve the connecting roads, particularly the part of the through road in Astor County, Washington.

The Thomas and Ruckles road is an old road from Wenaha or Bingham Springs across the mountains to Summerville. The road was formerly used for freighting, but for many years has been washed out and abandoned. During the past summer a subscription in La Grande and Summerville gave money to cut the brush and open the road as far as the summit. The route has been suggested as a through route from Pendleton to La Grande. I do not believe it practical for this purpose. The summit elevation, 4500 feet, is as high as the summit on the present Meacham road, and higher than possible passes farther west. From a constructive standpoint it has no advantages and some disadvantages, besides having a much greater mileage than the more direct route. A great portion of the road is in a narrow timbered canyon, which is reported to get a heavier fall of snow than the region farther west and where the snow would remain later in the spring and the road dry out much more slowly than in the more open country. The last mile of the road on the south side of the summit has a rise of 500 feet, and the next to the last mile 300 feet. This portion lies in a narrow canyon without branches for development and for a five per cent line all the climbing would have to be done before entering the canyon.

I feel that while a road across the mountains would furnish access to an attractive resort region, and would

also get some through traffic from the north end of the Grande Ronde valley, it is not a necessity for immediate construction.

The Woodward wagon road connects Milton and Weston in Umatilla County with Elgin and the north end of Union County. This portion of the road I traveled appeared easier for construction than the Thomas and Ruckles road, but as I did not see all of the road I would not want to give an opinion on this matter. From a traffic standpoint, I think there is a real need for the road. Even with an improved road such as will undoubtedly be built between Pendleton and La Grande, there would still be a demand for a more direct outlet from the north end of the Grande Ronde valley to Pendleton, Milton and Walla Walla. Also Wallawa County needs a more direct road to Pendleton and Portland and also up into eastern Washington than would be furnished by a road by way of La Grande. I believe a road following approximately the course of the Woodward road would be of equal

service to Union, Umatilla and Wallawa Counties, and would have a traffic second only to the Pendleton-La Grande road.

A portion of the Woodward road is now subject to toll. I would recommend that as soon as convenient the Forest Service have a reconnaissance made of this road to see if this portion would be required for a new road. If so, the interested counties will without doubt start negotiations for the purchase or condemnation of the same.

I have verbally advised the Courts of Union and Umatilla Counties that it appears to me that they would be more likely to get assistance from the Forest Service if they would concentrate their efforts on one road. I have also advised them that a road along this general line, although entirely outside of Wallawa County would be of great benefit to that county, and that it would be well to take the matter up with the Court of Wallawa county, and secure if possible a joint petition from all three counties, urging that all money ap-

be devoted to permanent improvement of one road first.

Mr. Lewis has told me that it is the desire of his department to co-operate in every way with the Forest Service and the U. S. Office of Public Roads for work in the three

lie Roads. If there are any further matters on which I can be of service to you during my trip, please command me.

Yours very truly,
John W. Cunningham.

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Resources	
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U. S. bonds deposited to secure circulation (par value)	\$ 72,000.00
U. S. Bonds pledged to secure U. S. deposits (par value)	10,000.00
U. S. bonds pledged to secure postal savings deposits (par value)	5,000.00
Securities other than U. S. bonds (not including stocks) owned unpledged	15,902.81
Stock of Federal Reserve Bank (50 per cent of subscription)	7,500.00
Value of bank house (if unencumbered)	49,000.00
Furniture and fixtures	7,340.99
Real estate owned other than banking house	4,772.07
Net amount due from approved reserve agents in New York, Chicago, and St. Louis	18,539.97
Net amount due from approved reserve agents in other reserve cities	180,202.91
Net amount due from banks and bankers (other than included in 10 or 18)	56,881.86
Other checks on banks in the same city or town as reporting bank	6,176.02
Outside checks and other cash items	7,474.61
Fractional currency, nickels and cents	624.18
Notes of other national banks	8,098.79
Federal Reserve bank notes	1,500.00
Lawful Reserve in vault and with Federal Reserve Bank	77,796.17
Redemption fund with U. S. Treasurer and due U. S. Treasurer	3,600.00
Total	\$1,351,119.78

Liabilities	
Capital stock paid in	200,000.00
Surplus fund	40,000.00
Undivided profits	14,091.96
Less current expenses, interest, and taxes paid	13,762.73
Circulating notes outstanding	70,500.00
Net amount due to bank and bankers (other than included in 29 or 30)	13,834.08
Individual deposits subject to check	640,052.66
Certificates of deposit due in less than 30 days	81,730.15
Certified checks	200.00
United States deposits	10,000.00
Postal savings deposits	5,000.00
Certificates of deposit	289,472.81
Total	\$1,351,119.78

State of Oregon, County of Union, ss:
I, F. L. Meyers, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
F. L. MEYERS, Cashier.
Subscribed and sworn to before me this 23d day of November, 1916.
H. A. ZUBRICK, Notary Public.

Correct—Attest:
FRED J. HOLMES,
C. C. PENNINGTON,
A. T. HILL,
Directors.

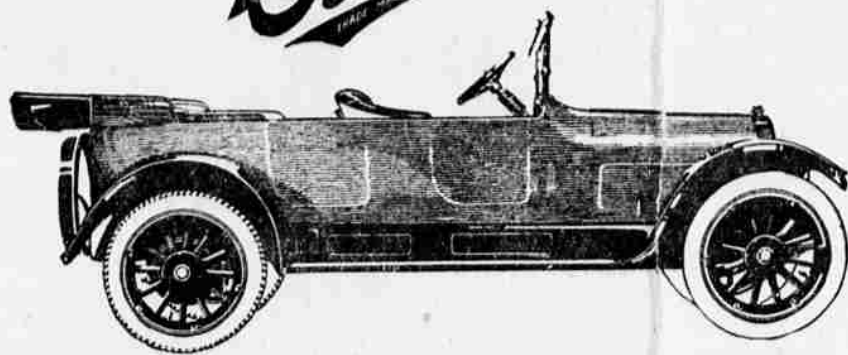
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33 $\frac{4}{5}$

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