

Good Roads Make for Prosperity and Happiness. They Reduce the Cost of Farm Transportation---Bring the City and Country Together

Ontario Merchants Invite You to Join in the Celebration of the Completion of the Paving to the Snake River Bridge---Come---You'll be Welcomed.

ONTARIO TO MARK COMPLETION OF FIRST PAVED ROAD IN COUNTY

Merchants Plan To Make Event One of Real Benefit To People of Malheur and Payette Counties—Band Concert—Free Dance—But Best of All, Money Saving Bargains

On Monday November 1, the first piece of paved highway in South Eastern Oregon will be dedicated to the public service. This event is not so important in itself, but its significance and importance is found in the fact that it marks a departure, a forward step in road construction in this section; it means that Oregon has lead the way in preparing hardsurfaced roads for the use of its people and to serve as an adequate connection with its sister state of Idaho.

The example thus set will undoubtedly be followed by our neighbors. Oregon wants that to result, for by means of good roads connecting the state's the interests of both will be served. In this good work the only rivalry is that of those who would best serve the public.

The celebration of this opening will take place on Monday, while marking the first use of a paved road in this section, it marks the end of a long battle on the part of the people of Ontario for a proper and adequate connection with their neighbors on the Idaho side.

The fight has been won. Ontario has wanted this connection, not only for the business that has and will come to Ontario, but that it would serve as a trade artery for this section and be a part of the inter-state highway system and will bind these commonwealths together.

Will Serve As Example

The but a short piece of highway the good roads enthusiasts feel that it will serve as an example and create a demand for other hard surface roads in this section until the time will come when such highways will cross all the Snake and Malheur valleys, extend on to Portland on the west and Pocatello and the Yellowstone on the East, run South to the Nevada line and North to Spokane.

In other words the business men of Ontario realize that good roads are the life of business, a blessing to the rancher, the ideal bond between the city and the country thus mutually beneficial to both.

They therefore trust that the proposed good roads bonds to be voted upon by the electors of Idaho next Tuesday will be approved.

PAVING IS SECTION OF FAMOUS OLD OREGON TRAIL HIGHWAY

Letter to Highway Engineer First Step Toward Success—Is Eastern Terminus of Famous Old Oregon Trail—Faculty Record Had To Be Corrected—Efforts Made To Block Construction.

It is a far cry from the smooth Highway of today which marks the Eastern terminus of the Old Oregon Trail from that which the ox teams of years ago traversed. But the fight to get that piece of paving was only a little smoother than the old rutty trail.

The first real step toward securing the paving of this bit of road was taken on August 23, 1919 when H. B. Cockrum, P. J. Gallagher and Geo. K. Aiken, then the Good Roads committee of the Ontario Commercial Club addressed a letter to M. O. Bennett, division highway engineer for the Oregon Highway Commission, advising him of Ontario's plans to pave the street leading to the city limits where the road joins it. Mr. Bennett was asked to take the matter up with the Highway Commission to learn its attitude, and secure favorable action if possible.

On September 12 Mr. Bennett advised the committee that favorable action had been taken by the commission which then consisted of Simon Benson, chairman, W. L. Thompson, representative of Eastern Oregon and R. A.

CELEBRATION PROGRAM

THE ORDER OF EVENTS

- 1:30 P. M. Official tendering of highway to public use, by Engineer Smith.
- 1:45 P. M. Official acceptance by County Judge E. H. Test.
- 2:00 P. M. Impromptu auto parade to Oregon street Ontario.
- 2:30 P. M. Free picture shows at both theaters to all visitors.
- 3:30 P. M. Free band concert on Oregon street by High School Band.
- 4:30 P. M. Visit stores of Ontario merchants.
- 9:00 P. M. Free dance to all visitors at Ontario Opera House.

COME! COME!

At 2:30 both the Dreamland and the Majestic Theatres will give a full hours showing of a splendid feature film entirely free to all who wish to see them.

At 3:30 the High School band will give a free street concert for one hour. This will complete the entertainment for the afternoon.

In the evening a free community dance will be tendered all visitors in the Ontario Opera House.

On Monday evening the picture theaters will start their first show at seven o'clock instead of 7:15 as usual. This is done in order that everyone may go to the first show of the evening at either picture theatre and then have sufficient time to go to the Ontario Opera House for the opening of the community dance which will begin promptly at nine o'clock. Both theatres will have on their programs

On Monday November 1, the citizens of Ontario will hold a celebration of the opening of the paved highway laid this summer from the west end of the Snake River bridge connecting Ontario with the Fruitland bench in Idaho.

A ceremony of dedication of the highway to public use will be held at the west end of the bridge beginning at 1:30 p. m.

This ceremony will consist of the turning over of the highway to public use officially by the engineers in charge of the work. Following this County Judge E. H. Test will officially accept the highway on behalf of the public.

An impromptu parade will then be formed over the highway into Ontario to Oregon street; thence North to the end of the pavement; then turn South to the end of the pavement; then turn and proceed to the inter section of Oregon street and Nevada Avenue and disband.

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Booth, Roy Klein, secretary of the commission also advised the committee that its request had been granted.

But the matter was not to be easily secured. In March of this year, when the paving was underway the committee asked the commission when action might be expected, and learned for the first time that the records of the commission did not show that the matter had been favorably considered.

Mr. E. E. Kiddle, who had succeeded to the position of commissioner for Eastern Oregon came to Ontario and brought with him the records confirming that fact. The Commercial club immediately sent J. R. Blackaby and Mr. Aiken to Portland to straighten the matter out and they secured the correction and the call for bids on the work.

After the contract was let the crews were on the ground within a month and the work has been progressing since that time, and now the dream of many years is realized. Ontario has its paved streets, and a paved road to the bridge, and its energies must be directed toward extending such roads, North and South and Westward, so that a comprehensive highway system in this region will be achieved.

Paving to Bridge Recalls Fight for It's Construction

While Paving Was Secured After Brief Struggle Years of Aggitation and Strenuous Effort Required to Secure Bridge—Many Prominent Men Figured in Effort—Short Line Assisted.

While Ontario and the Fruitland Bench are commemorating the construction of the paved highway connecting them, it is well to remember that this highway would never have been needed had not the bridge which spans the mighty Snake river not been built.

And old timers recall that where the paving now makes travel easy and comfortable there once existed a veritable swamp, whose existence was one of the arguments used by those who fought the construction of the bridge.

As the building of the bridge was a mark of progress so too is the laying of the pavement, yet the difference in the struggle to secure the latter is even more of a mark of progressive spirit of this section. It seems therefore fitting at this time that a brief history of the struggle which resulted in the building of the bridge be given.

Built in 1909

For years, prior to 1909 there was an agitation for the construction of a bridge across the Snake. There was opposition to the effort both within, and without Ontario. From within the struggle came from those who for various reasons wanted different locations; while some even opposed the bridge at any point.

Then there were jealous enemies of Ontario who saw in its construction competition for them and the diverting of business to Ontario that they had monopolized for years.

This all meant fight for those who were battling for the growth of Ontario and its share of the trade that naturally belonged to it. The list of those who made this battle cannot all be given, for the memory of those here now had a part in the struggle undoubtedly did not recall them all.

Judge G. L. King took the first forward step when as the representative in the legislature of 1907 he introduced a bill appropriating \$10,000 for the construction of the bridge. The measure was defeated. But in 1909 W. H. Brooke, who had succeeded Judge King again introduced the bill and secured its passage.

It was fought, however, and efforts made to enjoin the payment of the money, which was to be matched by similar sums appropriated by the City of Ontario and Malheur county. However these obstacles were overcome and the original bridge commission; E. A. Fraser, James A. Lackey and H. C. Boyer had the funds and the authority to proceed, when the county court composed of Judge Ben Richardson, C. W. Mallett and G. B. Glover made their appropriation.

Then came the fight for a site. One location after another was talked about, but when the commission tried to get title to the landing on the Idaho side they were balked. They fought the argument that the stretch of ground between the city and the river was swampy, that the bridge was not needed and every conceivable argument. Finally the land thru which the cut on the Idaho side now runs was purchased from M. B. Sherman, and a landing secured. First however a bill had to be passed at Washington granting permission to cross the river.

Had Seventeen Bids

When the commission called for bids it had no specifications, no engineer, and therefore no technical advice. The bids were called for and at the same time the bidders were asked to submit plans to accompany them.

Seventeen proposals were received and these were turned over to the engineering department of the Oregon Short Line railroad, an offer of such assistance having been received from Geo. H. Ohmstead, then division superintendent, a friend of the city. The Short Line engineer W. S. Warren compared all the plans and selected that of the Minneapolis Steel & Machinery company's and that firm was awarded the contract. Quick action was secured and the steel construction was completed before the landing for the wooden trestle was secured.

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Tuesday, November 2 is Election Day. Be a good American, vote as your conscience dictates. But be SURE TO VOTE