

No County Bonds Will Be Sold Unless State Aid Is Provided as Promised

GOOD ROADS SUPPLEMENT

Freewater Times Milton Eagle Weston Leader Athena Press Helix Advocate Pilot Rock Record Hermiston Herald Stanfield Standard Echo News

C. P. STRAIN SHOWS WHY UMATILLA COUNTY SHOULD VOTE ROADS BONDS ON MARCH 4

STATE MONEY VITAL FACTOR IS ASSERTED

Schedule Provides Market Roads as Well as Better Travel for People.

USE OF AUTO HAS CHANGED METHODS

Bonding Money Would Allow Regular Funds for Other Work.

(From the East Oregonian, Jan. 24, 1919.)

At a special meeting of the Pendleton Commercial Club, held last evening under the four foot rule, C. P. Strain, secretary of the road campaign organization for the county, outlined the general reasons why the people should vote for the bond proposal soon to be submitted to them. The reasons as presented by Mr. Strain were so convincing that he had his audience fully in line on the subject.

Aside from Mr. Strain, other speakers included W. L. Thompson, who had just returned from Salem, where the highway board conferred with the legislative road committee. Mr. Thompson predicted that the legislature will provide for the sale of 10 million additional road bonds. With this new issue and other funds available the highway commission will be able to complete the Columbia and Pacific highways.

The Columbia highway will be paved as far east as Seufert, gravelled from Seufert to Echo, paved from Echo to the Washington state line. The road between Pendleton and the Idaho line, via La Grande and Baker will be gravelled for all but a short distance, which will be paved.

In his talk last evening Mr. Strain said in part:

It is a time when cool heads and balanced minds should prevail. The splendid victories of the American army have thrilled the nation with patriotic emotion. There are those who would ride into power and float unworthy projects to success on this tide of sentiment. But surely no such charge can be made against the men who suggested the road program proposed for Umatilla county at this time, or against the project itself. The facts are that the coming of the motor vehicle spelled the doom of the old fashioned dirt road as a main highway. It has destroyed our dirt and macadam roads beyond hope of repair as such.

Dirt Roads Too Soft.

A dirt road can not be made to stand up under motor traffic. Its surface is too soft and yielding. When fifteen to sixty horse power is turned onto the hind wheels of a machine with chains on them it is bound to smash it in. It has been observed also that a macadam is soon pounded into chuck holes by motor power machines. Only gravel, when scientifically laid, and hard surface can be made to sustain motor traffic. And the motor car has come to stay. The progressive minds of the nation recognize its possibilities both as a practical utility and as an uplifting, unifying influence. In it they see an agency capable of speedy effective service calculated to lift the individual in his work and to lift him out of his narrow environment and to enlarge his vision through travel. To see for oneself any extended scope of America with its varied resources of soils, forests, mines, factories, and cities is to acquire an inspiring conception of the country's greatness and power. If the grandeur of its natural wonders and majestic mountains, with their charming water and majestic plains with which Oregon is richly endowed evokes a higher reverence in the heart, the motor car will bring it to the door of the family, the wife and child included.

People Want Highways.

Having caught such a vision, the people will not rest until a system of roads is made to unite each county, state, and the whole nation in an accessible union of understanding and sympathy.

Congressman Shackelford devised a very ingenious act to promote good roads. Under that act congress appropriated money to be spent for post roads in any state where the state will match dollars with the federal government. The people of Oregon adopted this principle of matching dollars in the six million dollar bond issue two years ago.

State to Match.

We are now informed by W. L.

County Court Will Sell Bonds Only As Needed By Demands of Road Building

To the Voters of Umatilla County:

In the event that the proposed bond issue to be voted on March 4th, 1919, carries, we, the county court of Umatilla county, pledge ourselves to cooperate in every way with the State Highway Commission in joint effort to get the utmost value out of the proceeds from the sale of the bonds.

We further pledge ourselves to procure and employ competent engineers to supervise the county's share of the work and we will faithfully expend the moneys as outlined in the bond issue. We will sell the bonds only as needed to meet contracts entered into.

We will use every effort in our power to expedite the work with economy and efficiency, in order that the roads, outlined for improvement may be completed within a reasonable time.

C. H. MARSH, County Judge.

G. L. DUNNING, County Commissioner

Thompson, State Highway Commissioner, that the state of Oregon proposes to match \$576,000 with Umatilla county; and that the federal government has \$50,000 to match with the state, which will be used in Umatilla; and that, unless the county meets the state's proposition, this money will be withdrawn to be re-appropriated and expended elsewhere. This reminds us that, when Shakespeare said, "There is a tide in the affairs of men, which taken at its flood, leads on to fortune," he uttered a truth which applies to the road situation in Umatilla county at this time.

Commissioner Thompson informs us that according to preliminary surveys made by the state highway department, \$1,676,000 will be used for the roads designated in the caption of this article, and that the respective sums indicated therein will be provided by the state from the funds of the state and nation as stated. The roads provided for in this program aggregate 224 miles in length and reach entirely across the county from east to west and from north to south.

A Market Road.

The Pendleton to Cold Springs road is pre-eminently a market road. It leads across the west central portion of our wheat belt and will give many producers an outlet through the Columbia river to tide water. It is the history of rates, too, that river transportation has a powerful bearing upon them, not merely at the point touched at a navigable river, but also in the back country for miles into the interior.

The road leading from Pilot Rock south through Nye, Albee, and Ukiah to the Grant county line is another market road of great importance and which is urgently needed. Other than this road that vast stretch of territory extending south from Umatilla and northern Grant counties has no means of reaching market. The existing road does not meet the demands upon it at all. It was not laid out originally upon proper grades and now it is worn out. Those people out there are worse isolated through lack of transportation facilities than almost any other people in this republic. Their situation in this respect has not improved since pioneer days. Not only for their sake, but for your own, it is highly expedient that relief be granted them. Their fine dairy products and commercial timber furnishes supplies which our cities and farms need.

The Havana to Helix road and the Tumalum school to Umapine road are both market roads, reaching extremely fertile and productive districts.

On National Highway.

The Pendleton to Morrow county line road down the Umatilla river via Noll, Echo, Stanfield, Hermiston and Umatilla, and the Pendleton to Washington state line road through Saxe, Havana, Adams, Athens, Weston, Blue Mountain, Milton, Freewater and Ferndale will constitute a link seventy miles long in a great national highway leading through Spokane and the Yellowstone Park to the east.

The road from Pendleton to the Washington state line is to be paved. That portion of it between Milton and the Washington state line will serve as a market road of commanding importance. It here passes through the center of the wonderful Milton-Freewater fruit district where smooth roads are so important in hauling the tender fruit to market in light wagons and trucks. Other portions of the Pendleton to Washington state line road will serve mainly as a road for local and tourist travel.

The road from Pendleton down the river to the Morrow county line is to be graded and gravelled at this time. It will serve a double purpose. It will give a large section of the country on both sides of the river a convenient outlet over a water grade to trading centers and will constitute a portion of the Columbia Highway.

If this road program is adopted by

Polls Open From 8 a.m. to 8 p.m.

the people of Umatilla county and executed by the state and county as proposed it will place a good highway through the cities and school districts where 5614 out of 7419 school children were enumerated in 1917. Assuming that the school population of the county fairly represents the county's entire population we see that these roads will either pass by or very near the homes of 75 per cent of us.

The following is the continuation of the address by C. P. Strain, before the Commercial Club, Thursday evening, the first installment of the address having been published last evening.

It happens, too, that the distribution of property in the county corresponds very closely with the amount of county money to be spent for these roads in each of the several sections. Beyond Eastland where \$255,000 of county money is to be expended there is \$9,821,225 assessed value. West of Pendleton to the Morrow county line, where \$250,000 of county money is to be expended there is \$7,151,705 assessed value. North of Pendleton to Cold Springs where \$185,000 of county money is to be expended there is \$5,093,373 assessed value, and south of Pendleton to the Grant and Morrow county lines where \$150,000 of county money is to be expended there is \$4,629,889 assessed value.

Some of the advantages of this program are:

1. Roads now while many of the pioneers who made the county still live to enjoy them.

2. Outlet for its products of important sections.

3. Convenient access to satisfactory shopping points.

4. Improved means of business and social intercourse between each section of the county and every other section of it.

5. The release of the ordinary road funds of the county for use upon all local market roads, and not upon just a few trunk roads as heretofore.

6. The union of Umatilla County's highway system with a state and national system which is destined to link us with the entire United States, Canada and Mexico.

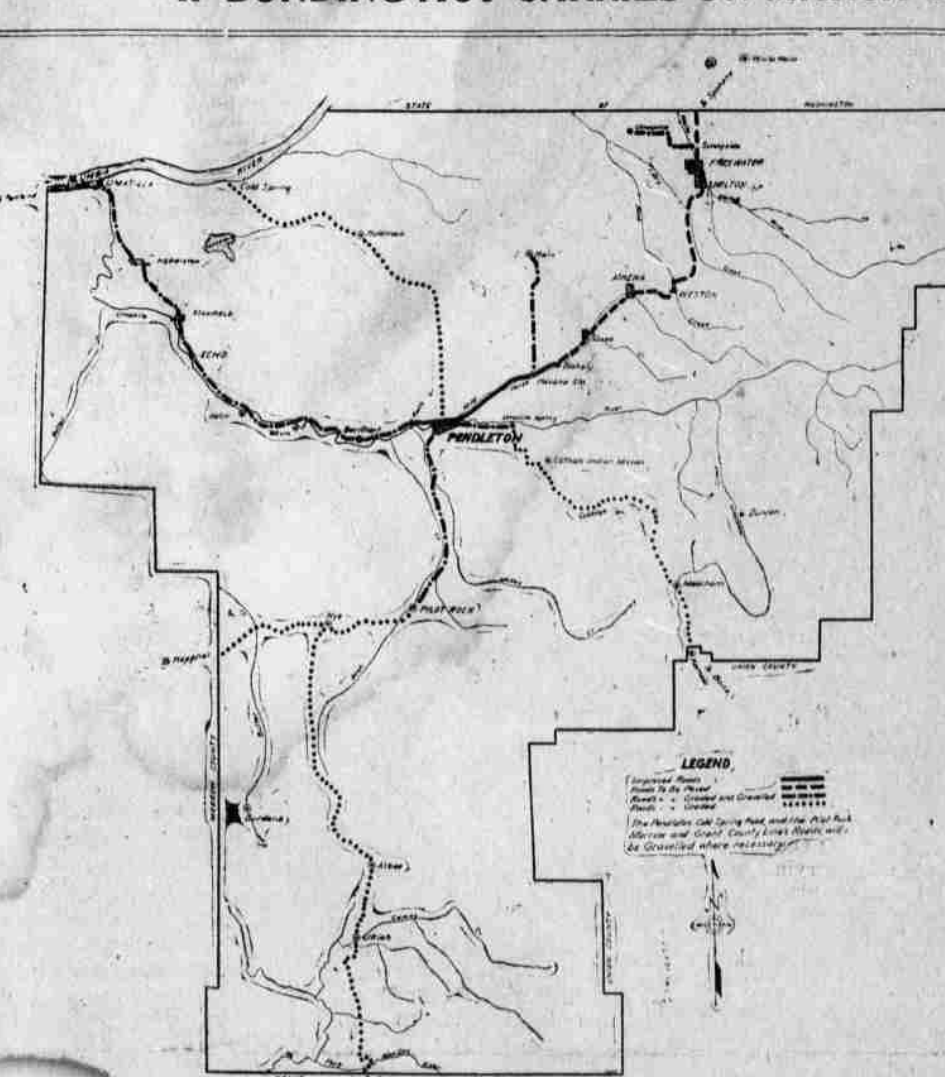
Number four above ought to appeal to the people of this county with much force. As a rule, each section of it is one crop district. These roads will place Pendleton within eighty minutes Adams within fifty minutes, Athens and Weston within thirty minutes of the Milton-Freewater district. The people on the dry land farms and those in the towns of the dry land districts will find pleasure for the whole family and profit besides in motoring over there for supplies of fruit, fresh from tree and vine. Thus exchanges naturally advantageous will be facilitated throughout the county.

Market Roads Provided

Yet this program, broad and comprehensive as it is, does not immediately meet the full needs of the farmers who conduct the basic industry of our section. Its failure to do so can not fairly be charged against the local citizens who proposed it. On the contrary it was felt that the \$576,000 of state money and the \$50,000 of Federal money should not be matched by a bond upon the whole county without at the same time providing for market roads to the north and south which the state offers us no inducement to build. The term market road is broad in its meaning than some concede. The hauling of produce to market is only the first of two important important functions of a market road. After a farmer's produce is sold his wife is deeply concerned about finding a satisfactory market for her household. She appreciates a road which lifts her out of the dust and mud even for a part of the way, and brings the

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MAP SHOWING ROADS TO BE IMPROVED IF BONDING ACT CARRIES ON MARCH 4



FACTS VOTERS MAY WISH TO KNOW BEFORE CASTING VOTES AT ROAD BOND ELECTION

Umatilla County Road Program Special election March 4, 1919, to vote on a Bond Issue of \$1,050,000.

The sale of the bonds, if voted, and the execution of the program to be contingent on the state cooperating as promised.

Highway Convention of January 16, 1919. Held at Pendleton, Oregon. Delegates Present.

Adams—J. T. Llewellyn and J. O. Hales.

Athens—H. A. Barrett and Frank Berlin.

Echo—F. T. George and Joseph Cunha.

Columbia—Frank Waughman and Walter Blessing.

Freewater—J. B. Saylor, W. E. Putnam and H. S. Murray.

Helix—Carl Engdahl and Le Roy Penland.

Holdman—R. O. Earnhart.

Hermiston—J. T. McNaught and J. F. McNaught.

Milton—H. M. Cockburn and S. A. Miller.

Pendleton—C. P. A. Loneragan, George Baer, H. J. Taylor and J. A. Fee.

Pilot Rock—J. N. Burgess, C. G. Miller and K. G. Warner.

Stanfield—R. A. Holte, M. C. Barager and J. M. Kyle.

Ukiah—L. R. Lawrence and James Mossie.

Umatilla—W. J. Dobler and A. E. McFarland.

Umapine—Lou Hodgen and Lane Hoon.

Weston—F. D. Watts, G. W. Staggs, Sim Cully and G. De Gray.

Farmers' Union—W. W. Harrah, A. J. Gill and R. Bledinger.

Road Designated in Bill.—The laws money secured through the sale of county road bonds must be expended on each particular road and sub-division of road designated in the bonding bill and not elsewhere.

Advisory Committee.—In pursuance to a motion adopted by the convention of January 16, the county court appointed a committee to advise the court in all road matters incident to the road program adopted. The committee to be composed of one member from each road district and one from each city in the county, is as follows:

No. 1 (Mountain)—Richard Morris.

No. 2 (Athens)—Chas. Kirk, B. B. Richards and H. A. Barrett.

No. 3 (Adams)—J. O. Hales and J. T. Llewellyn.

No. 4 (Helix)—Carl Engdahl and Carl Kupers.

No. 5 (Vanceville)—W. B. Nuckolls.

No. 6 (Juniper)—Hugh Bell.

No. 7 (Union)—R. G. Barnhart.

No. 8 (Fulton)—R. J. Cresswell.

No. 9 (Yonkum)—Robert Bond.

No. 10 (Umatilla)—W. J. Dobler and A. E. McFarland.

No. 11 (Echo)—W. J. Wattenburger and W. W. Howell.

No. 12 (Horus)—Thomas Heddle.

No. 13 (McKay)—H. C. Dunn.

No. 14 (Yonkum)—K. G. Warner.

No. 15 (Pilot Rock)—C. J. Miller, L. C. Schlarf and John Wynn.

No. 16 (Willow Springs)—Charles Ely.

No. 17 (Ukiah)—L. R. Lawrence, James Mossie and A. R. Quant of Albee.

No. 18 (Macham)—J. D. Casey and W. B. Ross.

No. 19 (Gibson)—J. P. Thompson.

No. 20 (Prospect)—Frank Holdman.

No. 21 (Fairview)—Alex McCorkell.

No. 22 (Ferndale)—J. B. Saylor.

No. 23 (Goodwin)—H. J. Taylor.

No. 24 (Hermiston)—J. F. McNaught and E. L. Jackson.

No. 25 (N. Holdman)—A. F. May.

No. 26 (N. Gilliland)—Cliff Bellinger.

No. 27 (Juniper)—E. J. King.

No. 28 (E. Pilot Rock)—Walter Wegner.

No. 29 (Stanfield)—M. C. Barager.

No. 30 (S. Reservation)—E. L. Swartzlander.

No. 31 (N. Reservation)—L. L. Mann.

No. 32 (Columbia)—Frank Waughman.

There was appointed by the court an executive committee and an executive secretary to assist the court in presenting the road program to the voters of the county at a special election which has been called for March 4th, 1919. The polls will be open at the usual voting places from 8 o'clock a. m. to 8 p. m.

Executive Committee.

Thomas Campbell, Hermiston, president; F. T. George, Echo; P. S. La Grow, Athens; J. N. Burgess, Pilot Rock; D. B. Nelson, Pendleton; W. W. Harrah, Farmers' Union; Leroy Penland, Helix; J. M. Kyle, Stanfield;

L. Hodgen, Umapine; S. A. Miller, Milton; E. C. Rogers, Weston.

M. R. Chessman, secretary, elected by the committee.

C. P. Strain, executive secretary, appointed by the county court.

Bond Money to Be Expended on the Excerpts from County Road Law Under Which Bond Money Will Be Spent.

Chapter 299, General Laws of Oregon, 1917, under Section 25, provides as follows:

"Except in case of emergency, or the determination by the county court to use convict labor, all work estimated by the roadmaster to cost \$2000 or more for the job or project shall be let to contract, but work estimated to cost less than \$2000 or in case of emergency, or for the maintenance of county roads and bridges, or as provided by Section 22 of this act, or the use of convict labor as provided by law, may, in the discretion of the court, be done by day work under the direction of the county court and supervision of the county roadmaster; provided, however, that any county owning and operating its

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TABLE SHOWING HOW FUNDS WILL BE EXPENDED IF ROAD BONDS WIN

MAIN HIGHWAYS

Mileage	County	State	Total
Washington line to foot Milton hill, .7	58,000	30,000	128,000
Milton hill to Weston, .3	30,000	37,000	167,000
Weston to Athens, .27	30,000	29,000	59,000
Athens to Eastland, .73	65,000	70,000	135,000
Pendleton to Union county line, .35	100,000	80,000	180,000
Pendleton to Morrow county line, .40	250,000	240,000	490,000
	575,000	276,000	851,000

Mileage	County	Federal	Total	
Sunnyside to Umapine, .10	30,000	...	30,000	
Pendleton to Cold Springs, .30	185,000	...	185,000	
Pendleton to Pilot Rock, .11	70,000	...	70,000	
Pilot Rock to Nye, .2	20,000	...	20,000	
Nye to Morrow County, .11	15,000	...	15,000	
Nye to Grant County, .45	65,000	50,000	115,000	
Havana to Helix, .19	90,000	...	90,000	
	524	275,000	50,000	825,000

Total county	\$1,050,000
Total state	576,000
Total federal	80,000
Grand total	1,676,000

NOW OR NEVER IS CASE FOR THIS COUNTY

C. P. Strain Pleads for Action Because State Bonding Limit Nearly Reached

STATE LIMITED BY THE CONSTITUTION

After Coming \$10,000,000 is Gone it Will Be Too Late.

C. P. STRAIN
(County Assessor and Executive Secretary Roads Committee.)

The Ten Million Bonding Act of This Legislature and the Six Million Act of Two Years Ago Practically Exhaust State Credit For Roads.

Section 7 of Article XI of the state constitution was amended in 1912 by vote of the people fixing two per cent of the assessed valuation of the state as the extreme limit of state bonds for highway construction.

Including the ten million dollar bonding act now pending, and which will surely be passed, there is sixteen millions of state bonds virtually authorized. The assessed valuation of the state is less than one billion at this time and will probably fall in the near future through exemption of notes and accounts from taxation and the general decline of values due to a return of pre-war prices. The sixteen millions then, closely approaches the future road bonding limit of the state. The State Highway Commission now offers us \$576,000 of state aid which we can get by adopting our county bonding bill on March 4. If we adopt the bill we can meet the state's demands and get the state money. If we defeat the county bonding bill the \$576,000 of state money will be apportioned and expended elsewhere, in which case the probabilities are the full bonding resources of the state would be exhausted before we could make provision through a new and later bonding act to match dollars with the state.

STATE AID ASSURED SAYS W. L. THOMPSON

To the Voters of Umatilla County: ... As a member of the State Highway Commission, I have been asked to state its attitude if the proposed bond issue on the part of this county carries.

I am not in a position to commit the other members of the Commission, but I will pledge myself as a member of that Commission to work for cooperation on the part of the State as outlined in the proposed plan for the distribution of the bond money. I have received assurances from the other members of the Commission that they will cooperate and that they will take into consideration what this county will do if the bonds carry.

I feel satisfied that if additional funds are provided by the Legislature for expenditure by the Commission that there will be no question but that the plan of cooperation adopted will be carried out. The Legislature appears to be of one mind to provide ten million additional funds to be placed at the disposal of the State Highway Commission.

(Signed) W. L. THOMPSON, State Highway Commissioner.

Money from County Bonds Must All Be Spent on Exact Roads Designated