

# Notice of Special Election

## For Issuing Road Bonds of Umatilla County

NOTICE IS HEREBY GIVEN that on the 4th day of March, 1919, at the usual polling place in Precinct No. . . . . in the County of Umatilla, Oregon, a special election will be held in Umatilla County, to determine whether the County Court shall issue bonds of said County to provide for permanent road construction to the amount of One Million Fifty Thousand Dollars, to mature in ten equal annual payments as follows:

One Hundred and Five Thousand (\$105,000.00) Dollars each year, the first installment of One Hundred and Five Thousand (\$105,000.00) Dollars to be due and payable one year from the date of such bonds, and each successive installment of One Hundred and Five Thousand (\$105,000.00) Dollars to be paid annually each succeeding year from such date until the entire issue of One Million and Fifty Thousand (\$1,050,000.00) Dollars shall have been fully paid and redeemed, the last installment thereof being due and payable eleven (11) years from the date of such bonds, the entire One Million and Fifty Thousand (\$1,050,000.00) Dollars of bonds may be issued in any one year, and said bonds to bear interest at not to exceed the rate of five and one-half (5½) per cent per annum, and the funds so raised shall be expended in building permanent roads described as follows, to-wit:

Fifty Thousand (\$50,000.00) Dollars shall be expended on the road known as the Oregon-Washington Highway, Milton-State Line Section, being a road leading from the City of Milton to the Oregon-Washington State Line, the beginning or initial point being at the point of intersection of the South limits of the City of Milton with the center line of the present Weston-Milton macadam road, thence on the most feasible and practicable route through the cities of Milton and Freewater to the intersection of the North limits of the City of Freewater with the present macadam road leading North through the center of Section 35, Township 6 North, Range 35, E. W. M., thence Northerly and as nearly as feasible and practicable along said macadam road to the terminal point, which is the point where said macadam road intersects the Oregon-Washington State Line.

Eighty Thousand (\$80,000.00) Dollars shall be expended on the road known as the Oregon-Washington Highway, Weston-Milton Section, being a road leading from Weston to Milton, the beginning or initial point being the intersection of the West limits of the City of Weston with the center line of the present macadam road at the center of the Southwest Quarter of Section 22, Township 4 North, Range 35, E. W. M., thence Easterly about one-fourth mile along or near the present county road, thence North along the present county road to the intersection of the North limits of the City of Weston and North and South center line of Section 15, Township 4 North, Range 35, E. W. M., thence in a Northeasterly and Northerly direction on the most feasible and practicable route to the intersection of the South limits of the City of Milton and the center line of the present Weston-Milton macadam road.

Thirty Thousand (\$30,000.00) Dollars shall be expended on the road known as the Oregon-Washington Highway, Athena-Weston Section, being a road leading from Athena to Weston, the beginning or initial point being the point where the East city limits of the City of Athena intersects the East and West center line of Section 19, Township 4 North, Range 35, E. W. M., thence Easterly along the most feasible and practicable route to the terminal point, which is the intersection of the West limits of the City of Weston with the center line of the present macadam road, at the center of the Southwest Quarter of Section 22, Township 4 North, Range 35, E. W. M.

Sixty-five Thousand (\$65,000.00) Dollars shall be expended on the road known as the Oregon-Washington Highway, Blakeley-Athena Section, being a road leading from Blakeley to Athena, the initial or beginning point being a point at the center of the highway at the end of the present Wild Horse pavement leading Easterly out of Pendleton, said point being North 1476 feet, East 1359 feet of the quarter corner between Sections 17 and 18, Township 3 North, Range 34, East-Willamette Meridian, thence in a Northeasterly direction along the most feasible and practicable route, and as nearly as practicable along the present traveled road to the terminal point, which is the point where the East city limits of the City of Athena intersects the East and West center line of Section 19, Township 3 North, Range 35, E. W. M.

One Hundred Thousand (\$100,000.00) Dollars shall be expended on the road known as the Old Oregon Trail, Pendleton-Union County Section, being a road leading from Pendleton to the Umatilla-Union County Line, the beginning or initial point being the point where the East city limits of Pendleton intersects the center line of Court Street of said city, thence in an Easterly direction along the most feasible and practicable route to the Umatilla Indian Agency, thence in a Southeasterly direction through Meacham to the terminal point on the Umatilla-Union County Line as surveyed and staked upon the ground, said terminal point being a point on the Umatilla-Union County Line 460 feet East of the section corner common to Sections 25, 26, 35 and 36, Township 1 North, Range 35, E. W. M.

Two Hundred Fifty Thousand (\$250,000.00) Dollars shall be expended on the road known as the Columbia River Highway-Old Oregon Trail, Pendleton-Morrow County Section, being a road leading from the Morrow-Umatilla County Line to Pendleton, the beginning or initial point being a point on the said Morrow-Umatilla County Line 110 feet South of the point where the center line of the O. W. R. & N. Railroad track as now located intersects the West line of Section 22, Township 5 North, Range 27, E. W. M., and running thence in an Easterly direction along the most feasible and practicable route and as nearly as practicable along the present traveled road, as surveyed and staked upon the ground, to the City of Umatilla; thence continuing Southerly and Southeasterly along

the most practicable and feasible route on the West side of the O. W. R. & N. Company right of way to the City of Hermiston; thence continuing Southerly and Southeasterly along the most practicable and feasible route and as nearly as practicable along the line as surveyed and staked upon the ground as a highway to the City of Stanfield; thence continuing in a Southerly and Southeasterly direction and as nearly as practicable and feasible along the route as now surveyed and staked upon the ground for a highway to the City of Echo; thence in a Southeasterly and an Easterly direction on the most feasible and practicable route along and up the Umatilla River to the Town of Rieth; thence along the present traveled road in an Easterly direction to the terminal point, said point being the center point of the Highway at the end of the present completed pavement leading Westerly out of the City of Pendleton, and being in the Northwest Quarter of the Northwest Quarter of Section 9, Township 2 North, Range 32, E. W. M.

Thirty Thousand (\$30,000.00) Dollars shall be expended on the road known as the Hudson Bay Highway, Sunnyside-Umapine Section, being a road leading from Sunnyside to Umapine, the beginning or initial point being the Quarter Corner between Sections 26 and 35, Township 6 North, Range 35, E. W. M., thence Westerly along the most feasible and practicable route to the Section Corner common to Sections 27, 28, 33 and 34, Township 6 North, Range 35, E. W. M., thence North along the most feasible and practicable route to the Section Corner common to Sections 21, 22, 27 and 28, Township 6 North, Range 35, E. W. M., thence West along the most feasible and practicable route to the terminal point, which is the Northwest corner of Section 30, Township 6 North, Range 35, E. W. M.

One Hundred Eighty-five Thousand (\$185,000.00) Dollars shall be expended on the road known as the Pendleton-Cold Springs Highway, being a road leading from Cold Springs Station to Pendleton, the beginning or initial point being a point North 264 feet, East 1220 feet from the Section Corner common to Sections 11, 12, 13 and 14, Township 5 North, Range 29, E. W. M., thence in a Southeasterly and Southerly direction along the most feasible and practicable route through or near Holdman to the terminal point, which is the point where the center line of the Steel Bridge at the North end of Lee Street in Pendleton intersects the North limits of the City of Pendleton.

Seventy Thousand (\$70,000.00) Dollars shall be expended on the road known as the Oregon-Washington Highway, Pendleton-Pilot Rock Section, being a road leading from Pendleton to Pilot Rock, the beginning or initial point being a point South 2160 feet and West 1030 feet from the corner common to Sections 9, 10, 15 and 16, Township 2 North, Range 32, E. W. M., thence along the most feasible and practicable route to the terminal point, which is the point where the present East City Limits of Pilot Rock intersects the center line of the present Oregon-Washington Highway as surveyed and staked upon the ground.

Twenty Thousand (\$20,000.00) Dollars shall be expended on the road known as the Oregon-Washington Highway, Pilot Rock-Nye Section, being a road leading from Pilot Rock to Nye, the initial or beginning point being the point where the East City Limits of Pilot Rock intersects the present Oregon-Washington State Highway as surveyed and staked upon the ground, thence in a Southwesterly and Westerly direction along the most feasible and practicable route, and as nearly as practicable along the route as surveyed and staked upon the ground to the terminal point, which is the point where the Section Line between Sections 19 and 20, Township 1 South, Range 31, E. W. M., intersects the center line of the Oregon-Washington Highway survey as now surveyed and staked upon the ground.

Fifteen Thousand (\$15,000.00) Dollars shall be expended on the road known as the Oregon-Washington Highway, Nye-Morrow County Section, being a road leading from Nye to the Morrow County Line, the initial or beginning point being the point where the North and South Section Line between Sections 19 and 20, Township 1 South, Range 31, E. W. M., intersects the Oregon-Washington State Highway survey, as now staked upon the ground, thence in a Westerly direction to the terminal point, which is the point where the Umatilla-Morrow County Line intersects the Oregon-Washington Highway survey, as now surveyed and staked upon the ground.

Sixty-five Thousand (\$65,000.00) Dollars shall be expended on the road known as the Pendleton-John Day Highway, Nye-Grant County Section, being a road leading from Nye to the Grant-Umatilla County line, the initial point being the point where the North and South Section line between Sections 19 and 20, Township 1 South, Range 31, E. W. M., intersects the center line of the Oregon-Washington Highway survey as now surveyed and staked upon the ground, thence in a Southerly direction along the most feasible and practicable route through Albee and Ukiah to the terminal point, which is the point where the Grant-Umatilla County Line intersects the center of the present county road at or near the North end of the bridge across the John Day River near the mouth of Desolation Creek.

Ninety Thousand (\$90,000.00) Dollars shall be expended on the road known as the Helix Highway, Havana-Helix Section, being a road leading from Havana Station to Helix, the initial point being the intersection of the North and South center line through Section 23, Township 3 North, Range 33, E. W. M., with the center line of the present completed pavement, thence in a Northerly direction along the most feasible and practicable route to the terminal point on the East City Limits of Helix, said terminal point being more particularly described as follows: Being a point 340 feet North of the quarter corner between Sections 2 and 11, Township 4 North, Range 33, E. W. M.

Dated this 8th day of February, 1919.

R. T. BROWN,  
County Clerk for Umatilla County.

NOTE: Judges and Clerks receiving this notice will comply with the law by IMMEDIATELY posting two of the same in public places in their respective precincts.