

# HEPPNER HERALD

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## Highway Situation Is In Something Of a Mix-Up

### MONEY ALL SPENT, ROAD UN-COMPLETED

#### Eight-Foot Macadam Instead of 16-Foot Width May Be Solution

The bed of the ordinary eastern Oregon judge may be made of fragrant roses, if considered from the angle of a munificent salary of \$900 per year, but when viewed from the standpoint of trying to get a given number of miles of state highway grade built for a given number of dollars, as per engineers' estimates and road builders' contracts, it may appear in the more or less troubled dreams of the unfortunate incumbent that an occasional unpruned thorn may have been left among the bloom to peep at the sheets and covers of his otherwise blissful bed.

For instance: Some time ago Morrow county voters, by an overwhelming majority, voted to bond the county in the sum of \$290,000 for the purpose of co-operating with the state and national governments in the business of building a system of good roads in the county.

Prior to the bond election a meeting of representative citizens from all parts of the county was held when an apportionment of the proposed bond money was made, an agreed amount being specified for use on different main and feeder highways. In this apportionment the sum of \$146,500 was set aside for building the grade on the Oregon-Washington highway, from the Gilliam county line up Willow creek to Heppner.

After considerable negotiation it was agreed upon between the Morrow county court and the State Highway Commission that this amount of money should be turned over to the state commission and that they would let a contract and have the work completed. State highway engineers, after surveying the route, reported that the work could be completed for the amount apportioned. The state highway commission then proceeded to let the contract for the amount of the apportionment, but on the basis of a specified price per yard for different grades of work designated as earth, intermediate and rock. Under the terms of the undertaking the contractor was not required to build a certain number of miles of road for a certain number of dollars, but he was required to handle earth, intermediate and rock material at so much per cubic yard, and to move as many yards of such material as the \$146,500 would pay for moving. Of course the contractor, the State Highway commission and the Morrow county court officials had the assurance of the State Highway engineers, backed by blue prints, profiles, and columns of figures, that the amount of money apportioned to this work would complete the grade from the Gilliam county line to Heppner, or, to be more exact, to the end of the present macadam road some three miles north of this town.

It now developed that all but about \$22,000 of this \$146,500, which the highway engineers assured the county court and the highway commission would complete the grade, has been expended, and the new grade has been completed and is now ready for the macadam surface only as far as Morgan, eight miles this side of the starting point at the Gilliam county line.

True, much other work has been done at different points between Morgan and the Beymer ranch, some five miles north of Lexington, which now seems to be the head of navigation on the new highway, but the work has not been connected up and made continuous either for such use as the public might be able to make of it without the rock surface, or in the way of being ready for that surface which the State Highway commission agreed to lay at state expense as soon as the grade was completed at county expense.

The above facts were gleaned during an interview with Judge Campbell, following a conference between the judge, Mr. Vinton, engineer in charge of highway work, and State Highway Commissioner Ed. E. Kiddie, during that gentleman's recent visit to this county and inspection of highway conditions as they now appear.

At the conference, so the Herald is informed, Mr. Vinton advised Judge Campbell that \$18,000 will complete the grade from Morgan to the Beymer ranch, but he also mentioned incidentally that so far no provision had been made for any bridges. In the engineers' estimates of construction costs, and that the \$22,000 yet on hand will be required to construct necessary bridges on the highway.

This bit of information was about as welcome to the judge as a black haw thorn with the business end up would be in a bed of roses, and it did not seem to add much to his peace of mind to learn, or figure out for himself in some way, that the little matter of cost of bridges had been simply overlooked by the civil, highway and bridge engineers who furnished the estimates and who, according to reports, located and relocated the highway, set and re-set the grade stakes, and, in a general and strictly professional way, carried on the business of road making as a highly developed science, without regard to current cost or ultimate usefulness so long as everything was carried out according to the rules laid down in the books. The need for or cost of a few bridges on a state highway is a mere bagatelle anyway, as is also the little matter of spending \$146,500 of county money to build 25 miles of road when the highway engineers had estimated and re-estimated, and corrected their figures which were the basis of their assurance to the county court and the state highway commission that 35 miles could be graded for that amount.

Some improvement may be noted, however, by a comparison of engineers' estimates and actual construction costs on the Jones hill work of two years ago, when the estimate was somewhere around \$12,000 and the actual cost of construction around \$26,000 while in the more recent case the difference between estimates and costs is the difference between the 35 miles the engineers said could be built for \$146,500 and the 25 miles that has not yet been built but which they now confidently assert CAN be completed for the amount, with the exception of bridges, which are supposed to cost some \$22,000 more.

After picking a quantity of these little thorns and slivers from his judicial anatomy and exhibiting them to the reporter, Judge Campbell admitted that when the conference had reached the point indicated by the foregoing, things looked pretty black to him. It was then that Mr. Kiddie came to the rescue. Kiddie, it appears, besides being a state highway commissioner, is also a somewhat hard-headed business man who is not much given to spending money for the fun of it. He has been in eastern Oregon ever since some time subsequent to the date when the Grand Ronde valley was a mountain peak, and he knows something about the need of good roads in this part of the state as well as of the difficulties connected with getting hold of money enough to build them. He is practical and is an exponent of the doctrine of the next best thing. If you haven't got money enough to rock a 16-foot road, make it eight feet; if you can't get up a hill on five per cent for the money you have make it a bit over five is his belief.

So, when things looked darkest to the judge, Mr. Kiddie came forward with the proposal that he would undertake to induce the other commissioners to put up enough money to complete the grade to the Beymer place if the county would agree to accept an 8-foot macadam surface instead of sixteen feet for the present. Judge Campbell accepted the proposition, and if Mr. Kiddie is successful in getting the other commissioners to see the matter from his standpoint the road will probably be completed for that distance.

What will be done with the 10-mile gap from the Beymer place to Heppner remains to be seen. Certain it is that it will not be graded and paid for out of the \$146,500 which the engineers told us would build 25 miles but which has only, or rather, has not—yet—built 25 miles.

Mr. Kiddie also went over the Heppner-Hardman post road with Judge Campbell while here, and the information he gave the judge regarding that project was also rather disheartening.

## Scoring First Run in World Series



George Burnas, Cleveland first baseman, scoring the first run of the first game of the world series at Ebbets field, Brooklyn. Cleveland won 3 to 1.

During the bond campaign it was generally given out and credited that on all post roads for every dollar the county would put up the state would put up a dollar and the federal government two dollars. The Hardman road was therefore designated as a post road, and during the blizzard last winter a state highway engineer made the survey at a cost to the county of some \$7,000 from Heppner to the Grant county line.

A new grade up Heppner hill, built by the county two or three years ago at a cost of several thousand dollars, was thrown into the junk heap by the state engineer because the state highway commission and the engineering department had arbitrarily fixed a rule that no grade on any state aided road should exceed 5 per cent. Now Mr. Kiddie tells us that the federal government has also arbitrarily fixed a rule that they will absolutely refuse to cooperate on any post road except that the same shall be finished with a hard surface pavement, so, of

course, that kills all hopes of the Heppner-Hardman-Monument road being built in the immediate future.

It is said that one member of the engineering corps, while discussing the Willow creek highway problem, suggested to Judge Campbell that a good way out would be to vote another bond issue, and the judge had hardly got his breath again when interviewed. "Wouldn't I like to see the color of the fellow's hair who could put over another road bond issue in this county after what we have been getting?" quoth the judge.

Initiative measure number 310 on the ballot to be voted in November will give to Oregon a port equal to any port on the Pacific Coast. You are vitally interested in the passage of this bill. It will not increase your taxes. The cost is borne by the Port of Portland, but all Oregon must vote on the measure. Vote 310 YES on the ballot November 2nd.—Paid ad.

## Lyceum Entertainment Course

### Dramatic Element Predominates in Delightful Program of McAlister Trio

Kathleen and DeRoss McAlister, With Miss Jordan Assisting, to Be Heard Here in High-Class Entertainment.



Kathleen McAlister and De Ross McAlister, assisted by Miss Irma Jordan cellist and accompanist, present one of the most popular and artistic programs in lyceum. It is a program in which the dramatic element predominates. Operatic arias in costume are artistically presented. Vocal, piano and cello numbers together with high class dramatic readings also are featured in this unusual entertainment. Mr. and Mrs. McAlister are well known residents of Boston. They have beautiful voices and show splendid musical foundation.

## Star Theatre, Friday, Oct. 29

Given under the auspices of the Heppner Patron-Teacher Association.

Season Tickets--5 Numbers--2.50; Single Tickets .75c.

## MORROW WINS FIRST AND SECOND MONEY

GOOD SHOWING MADE AT GRESHAM AND SALEM

W. W. Smead Again Scoops Prizes at Land Products Show and State Fair

You'll have to hand it to Wallace Smead, bo, when it comes to keeping the Morrow County Home Fires Burning at the State Fair and Land Products Show and thereby gaining for his county a considerable bunch of much needed publicity. Most people seem to think that because the Morrow County Fair was in a trance this year that there would be nothing to exhibit at the big outside shows, but Smead didn't play the game that way. He just went out and gathered an exhibit of grains and grasses, fruits and vegetables, and wove them into a display that got him first money at the Land Products Show at Gresham and second money at the State Fair at Salem. Besides getting the money Mr. Smead also received a lot of compliments on the excellence of his exhibit, and the Herald has it from other sources that several expert fair exhibit men at the Gresham show pronounced the Morrow county cereal exhibit the finest thing of the kind they had ever seen.

Not only in grains and grasses did the county shine, however, for, according to Mr. Smead, he had a really wonderful exhibit of vegetables, and a very fair display of fruits, these two features coming almost exclusively from the Irrigation and Boardman districts.

At Salem Mr. Smead also took first money on a sample of Bluestem wheat from the Chris Brown ranch, and he says he would have taken a lot of special prizes at Gresham had he arrived there a day sooner. As it was he did not reach Gresham in time to get his display arranged in time to enter his special features.

Mr. Smead says both shows were better than ever before, both in attendance and exhibits.

This is the eighth season Mr. Smead has represented Morrow county at the State Fair, and in that time he has taken first money three times, second four times and third once.

## AMERICAN LEGION SMOKER IS SUCCESS

The smoker and get-together meeting given by the ex-service boys last Friday evening at Odd Fellows hall was a decided success.

There was plenty of smoke and plenty to eat, and for those athletically inclined there was a feast of muscle and a flow of brawn that filled all requirements.

Among the chief attractions on the mat and in the 24-foot ring were the Bauman Bros., of Lexington, who put on a wrestling bout that didn't show many signs of blood relationship; Peterson and Chidsey, two clever lads of Heppner High, who also went to the mat with each other in a rather engaging set-to; Austin and Mikensell, past and present understudies of that famous financial knockout artist, John D., who put on what Crego says was the hit of the season; Peterson and Hamilton, who boxed a hot number; Wright and Reasner, who are fast coming into the local limelight as mat artists with a future, and who each claim to have either right or reason on his particular side; and Lieualten and Thomas, who put on a boxing number that wasn't particularly slow.

There was a good crowd present and everybody had a hit u skookum time, but at that, it is said, not even all of the present members of the local post were present.

Ralph Crego, who has somehow come to be recognized as the biggest and best booster the Legion has in these parts, rustled pretty hard for this show, and he is well pleased with the showing the boys made. "It isn't what any officer does or does not do," said Mr. Crego Saturday, "that makes these affairs either successes or failures. It's the push, punch and pep of the membership that makes them go, and that is what made our first smoker the success it was."

It is expected to make the smokers regular fortnightly events, the next meeting to be held Saturday evening, November 6th.

## FARMERS ELEVATOR CO. SELLS TO TRI-STATE

Farmers Co-Operative Concern Locates Here

After negotiations covering several months a deal was closed last week whereby the Tri-State Terminal Co., a big Seattle corporation organized along the lines of a farmers co-operative concern, has taken over all of the real estate, flouring mills, warehouses, elevators, and other property of the Heppner Farmers Elevator Co., and will operate the entire business in the future.

The principal business of the Tri-State Co. has to do with the buying and selling of wheat and the manufacture of flour, although they also combine with that the handling of staple commodities in a wholesale way to their stockholders and customers.

Guy H. Johnson, who for some time has had charge of the Tri-State branch at Pendleton, will now act as general manager of both the Heppner and Pendleton plants. W. D. Hayden will be the resident sales manager at Heppner; B. G. Sizbee, who has been with the Farmers Elevator Co. as head book-keeper for the past two years will continue with the new company in the same capacity, and Charles Swindig, who has also been with the old company for several years has been installed as head warehouseman and placed in charge of the warehouses and grain elevator.

To a Herald reporter Saturday morning Mr. Johnson stated that one of the company's expert millwrights will be here in a few days to overhaul the mill and put it in first-class condition for the production of standard patent flour, it being the intention of the company to manufacture sufficient flour and mill feed here to supply the local demand.

The company is capitalized at \$7,000,000 and operates branch plants, such as the one just acquired in Heppner, at many points in Oregon, Washington and Idaho.

## PIONEER WOMAN PASSES

Mrs. Alice Osten, wife of Chas. Osten of upper Rhea creek, passed away at her home last Wednesday morning at the age of 65 years.

Mrs. Osten had been in poor health for some time, being a sufferer from asthma, but her death came unexpectedly and without warning.

She was a native of Clackamas Co. Oregon, having been born near Oregon City in 1855.

With her husband she came to this county about 40 years ago, and they have since been respected residents here.

Besides her husband she is survived by the following children:

Mrs. Margaret Casson of Heppner, Chas. J. Osten, engaged in the newspaper business at Madras, Oregon, and Winifred Osten, at home.

The remains were taken to Portland for interment, where the funeral was held Saturday.

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