

# Court Cites County Road Situation

Some one has said that the road to hell is paved with good intentions. Many a county court has been told that the roads were simply hell and had no pavement of any kind. A meeting was held in the courthouse at Heppner on March 2, 1948, at which representatives of the Grange, Farm Bureau, Heppner Chamber of Commerce and Junior Chamber of Commerce, City of Heppner, County Court, and others interested in roads attended including also county-wide road committee. The following is a brief resume of the decisions reached:

No one was specifically appointed or agreed upon to make a report to this Interim Committee concerning this meeting. The members of the Morrow County Court therefore present this statement. Other reports on this subject may be presented. The actual condition of the roads in Morrow county cannot be given until the engineering committee goes over the situation which they intend to do sometime in the near future. We were informed that this report should cover the overall picture of our roads and the importance and tonnage

and any suggestions we may have relative to state and county roads, their improvement and what finances we may have to carry on road work. All maps, charts and questionnaires needed will be furnished when the engineer goes over the situation. Morrow county has not had an engineer since the outbreak of the last war.

**Suggestions Relative to Roads**  
Suggest that the State Hiway Commission immediately complete paving of Heppner-Spray road from Hardman to mouth of Chapin Creek and complete job to John Day Hiway as soon as possible.

That the State Hiway Commission take over construction of a road from Chapin Creek to Monument via Parkers Mill and Sunflower Flat. We believe that the Forest Service might help in this construction in order to obtain much needed fire protection for timber. Also that the Heppner Lumber Company will help in the construction to assist them to get out a great stand of timber for their lumber operations.

That the Heppner-Spray road from its junction with the John Day Hiway to Heppner and from Heppner over Oregon-Washington Hiway No. 74 out Hinton Creek to Nye Junction, and from Heppner on Willow Creek Hiway to junction on Columbia River Hiway be placed on Federal Aid program. Willow Creek road from Junction to Heppner, thence to Nye Junction was removed from Federal Aid without notice or knowledge to Morrow county and said Federal Aid transferred to North & South road or roads out of Pendleton to John Day.

That State Hiway Commission oil Heppner-Pilot Rock road from Lena to Nye Junction. That the State Hiway Commission instead of spending money for rebuilding or improving present Willow Creek Hiway from Morgan to the Junction consider the construction of a new and shorter road from Morgan to Condon-Arlington road a few miles above Arlington. This would shorten the distance to Arlington by approximately 13 miles.

That the Lone-Gooseberry road which was approved by Public Roads Administration as a system of Federal Aid Secondary Hiways in 1946 be taken over by the State Hiway Commission and completed. This road is known on Hiway maps as Road 44 and has 8 miles of oil surface and balance gravel. This road would connect state roads Heppner-Condon with Willow Creek Hiway.

That the state take over the Rhea Creek road from Jordan to Ruggs, thereby connecting Willow Creek Hiway with Heppner-Spray Hiway. This is now a gravel road.

That the state take over the Little Butter Creek road from Lena to Lexington-Jarmon road, thereby connecting Heppner-Pilot Rock Hiway with Lexington-Jarmon Hiway. This is a gravel road. That the State Hiway Commission rebuild the Columbia River Hiway from Boardman to Arlington as suggested by Oregon Trail Association.

That the state complete as soon as possible the proposed road from Troutdale to The Dalles.

## Irish Leader Joins Crusade for Children



Bearing greetings from the land of St. Patrick, Eamon de Valera, Irish leader now visiting in this country, pauses in New York to give 12-year-old Flaminia Nardi a contribution to the Crusade for Children, nation-wide campaign of American Overseas Aid-United Nations Appeal for Children to help fight starvation abroad.

That any contemplated new construction or reconstruction of state roads be fully publicized in counties thru which said roads may be built and that County Courts be given full notice of such contemplated work.

If Hiway Commission needs more money for road work we recommend increased fuel tax and we are opposed to any more bond issues.

We consider the following to be Primary County roads:

**Lone-Gooseberry Road.** During 1947, 358,988 bushels of wheat were hauled over this road to elevators in Lone or 10,768 tons; in 1947, 101,713 bushels were hauled over this road or approximately 3,054 tons. The difference in tonnage between 1946 and 1947 is due to the hail storms which raised havoc with over 25,000 acres of standing wheat in Morrow County last year. Much wheat is stored in elevators on the ranches and is not hauled to town until wheat is sold; some of this wheat in farm storage goes thru elevators and some is loaded directly on cars. All 1947 wheat has not yet left farm storage. The above figures may be considered as approximately fair, in fact conservative, as more wheat will be delivered on or before April 30th. This is true of the tonnage relating to wheat on all other roads.

**Lone-Boardman Road.** This road formerly connected Lone and Boardman but the government after taking the bombing range closed this road thru that area to Boardman, a distance of about twelve miles. If and when the Federal government releases the land in the bombing field this road will be rebuilt. This road is approximately 12 miles in length from Lone to the Oregon Trail where bombing field boundaries begin.

In 1946, 170,056 bushels of wheat were delivered over this road and feeders to it to Lone and in 1947, 74,977 bushels of wheat were hauled. This area was hit hard by hail. This is a gravel road. This is or was the

shortest and most direct road from the north end of the county to the south end and carried much traffic.

Clark Canyon road from Lexington to Rhea Creek via Social Ridge. In 1946, 250,000 bushels of wheat came over this road and feeder roads to Lexington; in 1947, 158,000 bushels of wheat were hauled to Lexington. This area also was hit by hail. It is a gravel road.

Willow Creek road to Forest boundary. Approximately four million feet of lumber was hauled over this road by Broadfoot Bros. mill in 1947. This road is heavily traveled for recreation trips to mountains. Federal government spent much money during war improving Shaw Creek road, a feeder to Willow Creek, so that logs could be hauled to mill in Heppner. A great deal of timber must still come out over this road. Part of this road is gravelled, part surfaced with decomposed granite, balance dirt road.

Sand Hollow road from junction with Heppner-Pilot Rock road 3 miles east of Heppner to Hynd ranch, thence west on Base Line to Barnett ranch on Lexington-Jarmon Hiway. Approximately 100,000 bushels of wheat came over the upper end of this road in 1946 to Heppner, in 1947 about 60,000 bushels. Storms affected part of this area last year. Much wheat went over the lower end of this road to Lexington. Free gravel and dirt road.

### State Roads and Tonnage

The Heppner-Spray Hiway. In 1947 about ten million feet of logs came over this road for Heppner Mill, 6 million board feet lumber from Scrimmer Mill via Rhea Creek, 2 million feet lumber from Lampford Lumber Company on South Fork of John Day and about 3 million feet lumber from Reed's Mill. Approximately 31,500 bushels of wheat came from the Hardman area over this road in 1947 and about the same amount in 1946. Heppner-Condon Hiway joins

the Heppner-Spray Hiway at Ruggs eleven miles south of Heppner. Approximately 375,000 bushels of wheat came over this road from the Eight Mile country with a small portion of this wheat originating above Ruggs on the Heppner-Spray road in 1946 and in 1947 about 342,000 bushels came over these roads. It is difficult to get the exact amount for each branch but all this wheat was hauled over the Heppner-Spray road from Ruggs to Heppner elevators.

**Lexington-Jarmon Hiway.** In 1946, 359,000 bushels of wheat was hauled over this road to Lexington elevator and in 1947, 250,000 bushels. Part of this area was hit with storms before wheat was harvested.

**Heppner - Pilot Rock Hiway.** About two million feet of logs were hauled over this road in 1947 from the Johnson Creek area; also the wheat listed under the Sand Hollow road came over three miles of this hiway to Heppner.

**Willow Creek Hiway.** All wheat hauled to elevators in Heppner had to travel from one to three or four miles on this hiway and the same is true of all logs and lumber hauled to Heppner Mill or to the railroad for loading. Two county feeder roads to this hiway last year hauled about 30,000 bushels of wheat several miles on this road. At Morgan elevator on Willow Creek Hiway in 1946, 111,363 bushels of wheat were received and about half of this wheat was hauled for a couple of miles on this hiway; in 1947, 51,926 bushels were received, shortage due to hailstorms which took a heavy toll in this area. County roads, Morgan East and Morgan West were used to reach hiway.

This Hiway carries the greatest part of the freight by truck to the towns in the southern part of the county but we have no way of figuring the amount of tonnage. Neither can we estimate the tonnage going over the

Columbia River Hiway in the northern part of the county. Much lumber and logs was hauled to and from the Heppner Mill to Lexington on Willow Creek Hiway, thence over Lexington to unknown points last year.

**Stock**  
Much livestock is hauled by truck over both state and county roads but there is no way of getting figures as to amounts hauled over any particular road. There are over 20,000 cattle in the county and much business is done in this line which requires movement of cattle. County has close to 6,000 hogs and about 37,000 sheep.

### County Roads

The Rhea Creek road runs from Jordan on the Willow Creek Hiway thru Ruggs and into mountains to Hamilton Ranch or Scrimmer mill. In 1946, 223,815 bushels of wheat were hauled over this road, 163,980 bushels for Jordan elevator and 59,835 bushels going to lone on Willow Creek Hiway from Jordan, a distance of three miles. In 1947, 114,781 bushels went to Jordan and 8,020 went thru to lone or a total of

122,801 bushels. This area suffered from hail in 1947. Above Ruggs this road carried 6 million board feet of lumber from Scrimmer Mill to Heppner Spray Hiway. McNab road running from McNab elevator towards Olex and Eight Mile Canyon in 1946 carried 146,298 bu. of wheat and in 1947, 81,774 bu. This area suffered from hail last year. This is gravel road to county line.

Jordan Canyon road. In 1946, 86,021 bu. were hauled to Jordan elevator over this road and 1947, approximately 37,000 bu. were hauled.

The Blackhorse road running into Lexington serves a large wheat area and figures for wheat coming over this road are included in figures for Lexington and Heppner elevators. This is a gravel road.

Ridge road running from Hardman in a westerly direction also carries considerable wheat which is included in figures for Heppner-Condon Hiway.

There are many roads in the Boardman and Irrigon area which handle the produce of that area. Potatoes, melons, fruit, etc.

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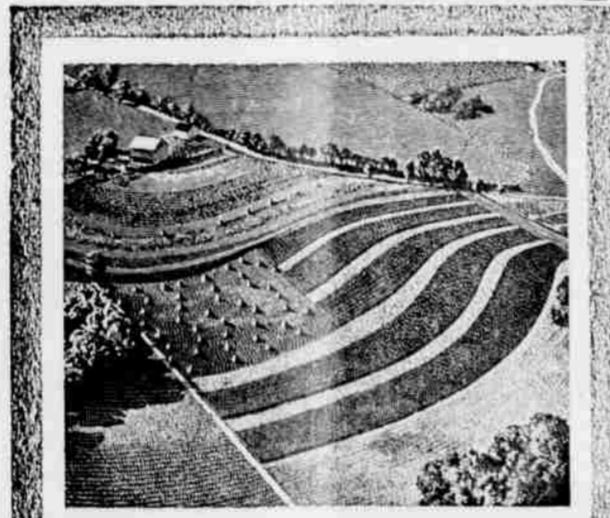
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