

TO THE EDITOR...

Dear Wes:

While we were in Heppner this summer, on our annual visitation, I was delighted to note that one of the major improvements to the community was the remodeling and replacement of two of the highway bridges in Heppner. This needed improvement is of vital importance to me, as it was my father, William B. Barratt, who was a member of the state highway commission, from eastern Oregon at that time, and was most influential in getting the three bridges for Heppner and especially insisting that they be of concrete construction. The original intentions of the engineers was to build them of wood. This interest on his behalf, also applies to the concrete bridge across Black Horse canyon in Lexington, which was built at the same time, by the same contractors, but under a different contract. Its total was \$5,764.60.

Some thirty-five years later while I was county judge, with the arrival of increased traffic and heavy logging trucks, these two bridges became hazardous because of their narrowness. Several serious accidents had occurred on the lower Main street bridge due to this narrowness. Through the good public relations that existed between the highway maintenance department and the county court, we were able to get consideration for an amount in their budget to remodel these bridges. However, when the matter was up for consideration by the highway commission itself, an inspector was sent to Heppner to investigate the situation, interview city officials and others as to the hazard existing. His report indicated that there was no immediate concern by the people and that there had been no accidents of consequence. Everything in the report was contrary to our story, of which we had definite proof. The result was that the commission struck the proposed remodeling from the budget.

In view of the above facts and my interest in seeing that immediate needs prevail and that long last this replacement is a reality, even at a cost of \$100,000.00 I am indeed happy over this improvement. I have been informed by Larry Smittion, maintenance engineer for the highway department at Pendleton that an allowance for the reconstruction of the bridge in front of the courthouse will be available in a forthcoming budget. This makes me feel good all over.

I have in my possession the former reports of the Oregon State Highway Commission, from the library of my father, covering the reports of five biennial periods from December, 1, 1916, to November, 30, 1926. Upon my return home this summer from Heppner I looked up the report that covers the three Heppner bridges. My research proved so interesting that I thought perhaps you would be interested in it as it is authentic to the extent that it is taken verbatim from the Fifth Biennial Report of the years 1921 to 1922, of the Oregon State Highway Commission.

These volumes also contain detailed expenditures of all the original construction of the Oregon-Washington Highway from Heppner Junction to Pilot Rock, via Heppner. They are most interesting as to original cost, amount of excavation, grading, quantity of rock surfacing and all details of construction. The original quantities of rock and surface gravel under this highway would give modern engineers "nightmares." However, this sub-surface has stood the test of time and overloads even if new construction of this highway would be desirable at this time. I would be happy to

prepare further information on the original construction of this highway should you wish it, Wes.

With kind regards, I remain,
Sincerely,
Garret Barratt
901 Longwood Loop
Apache Country Club Estates
Mesa, Arizona 85201

STATE OF OREGON OREGON STATE HIGHWAY COMMISSION FIFTH BIENNIAL REPORT — 1921-1922

HEPPNER BRIDGES

The Oregon-Washington Highway crosses Willow Creek twice and Hinton Creek once, all within the town of Heppner. One of the Willow Creek bridges consists of three spans, 40, 23 and 10 feet in length, while the other is a single span of 43 feet. The bridge over Hinton Creek is a 28 foot span. All three are of concrete construction.

Contract No. 451, covering the construction of the three bridges, was awarded to Tobin & Pierce on August 30, 1921. Work started on September 24, 1921, and was complete by April 1, 1922, at a total cost of \$19,710.63. Of this cost, \$1,737.20 was paid by the county of Morrow and the balance by the state.

E. G. Ricketts was Resident Engineer in charge of the construction.

DETAILED STATEMENT OF EXPENDITURES

Engineering	\$1,236.23
Bronze name plates furnished by the state	43.50
Contract items as follows:	
Excavation to plan elevation, 553.0 cu. yds. at \$1.50	\$ 832.50
Excavation below elevation shown on plans, 15.0 cu. yds. at \$1.00	15.00
Class "A" concrete, 304.7 cu. yds. at \$29.00	8,836.30
Metal reinforcement, 65,560.0 lbs. at 6 cents	3,933.60
Concrete handrail, 336.0 lineal feet at \$4.50	1,512.00
Grouted riprap, 300.0 cu. yds. at \$6.00	1,800.00
Grading approach fills, 2002 cu. yds. at 75 cents	1,501.50
Total amount paid to contractor	\$18,430.90
Grand total cost of construction	\$19,710.63
Paid by the state	\$17,973.43
Paid by the county	\$ 1,737.20
Total cost of structures	\$19,710.63

County to Receive \$61,000 FAS Fund

Oregon State Highway Commission Friday allocated \$2,371,420 in 1966 Federal-aid Secondary Highway Funds to the 36 counties in Oregon. The State will add \$790,290 to the Federal aid fund and the counties will add an equal amount to make the total funds approximately \$3,952,000. The Federal Government provides 60 per cent of the county FAS funds and the state and counties each provide 20 per cent.

The funds are allocated to each county according to a formula proposed by the Association of Oregon Counties. This formula allocates the money on the basis of 25 per cent equally, 60 per cent according to rural population, and 15 per cent according to total county road mileage. Morrow county's share will be \$61,000. Gilliam will receive \$45,000; Wheeler will get \$39,000; and Umatilla, \$132,000.

Need extra cash? Sell unused items around your place with a Gazette-Times classified ad.



L. R. (Bob) HENRY, one of the guiding lights of the new Arbuckle Mountain Corporation, stands at the top of the present 600 ft. ski run on the mountain. Above Bob (on the camera side) is another 2000 feet of slope that will be cleared to make Arbuckle as sporty a ski run as any in Eastern Oregon. (G-T Photo)



THESE TWO LOGGERS are men seen in downtown Heppner any week day, but they may be found working at Arbuckle Mountain on week-ends. They are Ron Reid (front), clerk at Central Market, and Bob Henry, J. C. Penney manager. Brush piles follow them up as they saw their way up the mountain. Visible at left background is the old rope tow at the popular skiing spot. (G-T Photo)

Mr. and Mrs. Earl Crismon arrived here late Friday night from their home in Milwaukee to spend the week-end visiting and deer hunting with his parents, Mr. and Mrs. Frank Adkins. Accompanying them on their trip were their son and daughter-in-law, Mr. and Mrs. James Crismon, another son, Ronnie, and Miss Diane Smith, all of Milwaukee.

Mr. and Mrs. Ted Reed and Mr. and Mrs. Claude Snow, all of Spokane, Wn., arrived in Heppner last Sunday, by plane to spend the day visiting friends and relatives in the vicinity. Mr. and Mrs. Carston Brandhagen entertained with a family dinner in their home. Also present for the get-together were Mr. and Mrs. Loy McFerrin and Mr. and Mrs. Bryce Keene and family.

Public Notices

NOTICE OF HEARING ON PROPOSED ANNEXATION

Notice is given that the Council of the City of Boardman, Oregon, having elected to dispense with the submission of the question to the registered voters of the City of Boardman, will, by virtue of Resolution No. 22 of the Council passed on October 6, 1964, hold a public hearing on the 27th day of October, 1964, at the hour of 8:00 p.m., Daylight Saving Time in the Council Chambers of the City Hall, of the City of Boardman, Oregon, on the question of the proposed annexation of the following described area to the City of Boardman, Oregon:

Beginning at a point at which

BOWLING

Commercial League

Team	W	L
A. L. Daggett	21	3
St. Patrick's Church	15	9
Bank of EO	12	12
Willow Creek Club	12	12
Heppner Studs	11 1/2	12 1/2
Gardner's Men's Wear	9	13
First Nat. Bank	8	16
IOOF	7 1/2	16 1/2
High Ind. Game — Jim Myers, 227; High Ind. Series—Tom Hughes, 545; High Team Game—A. L. Daggett, Dist. 956; High Team Series—A. L. Daggett, Dist. 2833.		

Blue Mountain League

Team	W	L
Gar Aviation	17	7
Wagon Wheel	15	9
Central Market	14	10
H & M Const.	14	10
Rietmann's Hdw.	11	13
Lott's Electric	11	13
Kinzua Corp.	11	13
Ford's Tire Service	6	18
High Ind. Game—Clint McQuarrie, 201; High Ind. Series—H & M, 908; High Team Game—Clint McQuarrie, 573; High Team Series—Rietmann, 2596.		

Pin Spinners

Team	W	L
Bank of EO	19	5
Central Market	19	5
Del's Market	14 1/2	9 1/2
Peterson's Jewelry	12 1/2	11 1/2
Jack's Chevron	10	4
PMH Angels	9	15
Heppner Elks	8	16
Elma's Apparel	4	20
High Ind. Game—Jean Ball, 156; High Ind. Series—Jean Ball, 421; High Team Game—Bank of Eastern Oregon, 865; High Team Series—Bank of Eastern Oregon —2459.		

City League

Team	W	L
M & R Specials	18	6
Morgan Elevator	17	7
Fiesta Bowl	15	9
Masons	13	11
Groves Construction	12	12
Farley Motor	11	13
Becket Equipment	5	19
Highlanders	5	19
High Ind. Game — Rodney Ayers, 233; High Ind. Series — Rodney Ayers, 605; High Team Game—M & R Specials, 1061; High Team Series—M & R Specials, 2963.		

Mr. and Mrs. Phil Mahoney, Shannon and Mrs. Bob Mahoney traveled to Portland late Friday. On Saturday, they joined Bob Mahoney, Mr. and Mrs. Eddie Gunderson, Mr. and Mrs. Lowell Gribble, Mr. and Mrs. Clint McQuarrie, Dan and Mrs. Dick Ruhl, who were there to attend the Oregon State vs. University of Washington football game at Multnomah Stadium.

the south boundary line of the Union Pacific Railroad Right-of-Way intersects the West boundary line of the City of Boardman;

Thence in a Westerly direction along the said South boundary line of the Union Pacific Railroad Right-of-Way to a point where said boundary line intersects the East boundary line of Toms Camp Road; Thence at approximate right angles in a southerly direction along said East boundary line of Toms Camp Road to a point where said boundary line intersects the North boundary line of the relocated U. S. Highway 30 (80 North) right-of-way;

Thence at approximate right angles in an Easterly direction along said North boundary line of the relocated U. S. Highway 30 (80 North) right-of-way to a point where said line intersects the Boardman city limits;

Thence in a Northerly direction along the West boundary line of the Boardman city limits to the point of beginning.

At the hearing, all registered voters of the City of Boardman are entitled to appear and be heard on the question of the proposed annexation.

Dated and first published this 15th day of October, 1964.

ERNABEL MITTELSDORF
City Recorder 33-34c

IN THE COUNTY COURT OF THE STATE OF OREGON FOR THE COUNTY OF MORROW

In the Matter of the Establishment or Formation of a Park and Recreation Maintenance District, to be known as the Irrigon Community Park and Recreation District and Setting a Time and Place for an Election.

ORDER

WHEREAS, a petition signed by not less than 25% of the resident free-holders of the area requesting the formation of a park and recreation district under the provisions of ORS 266.110 has been presented to the Morrow County Court, and

WHEREAS, the said resident free holders have proposed that the same shall be known as the Irrigon Community Park and Recreation District, and

WHEREAS, the proposed district would have the following boundaries, to-wit: Beginning at the intersection of the West line of Section 19 Township 5 North R. 26 E.W.M. and the Columbia River thence East along the Columbia River to the East line of Section 16 in Township 5 North Range 27 E.W.M.; thence South nine and one-half miles to the Southeast corner of Section 33 in Township 4 North Range 27, East; thence West nine miles to the Southwest corner of Section 31 in Township 4 North Range 26 E.W.M.;

thence North eight and one-fourth miles to place of beginning, and

WHEREAS, a notice of hearing has been duly published in a newspaper of general circulation within Morrow County and,

WHEREAS, said hearings have been held, and now therefore,

IT IS HEREBY ORDERED, that an election for the establishment of the proposed Park and Recreation Maintenance District be held on November 3, 1964 and at such election, three members of the Park and Recreation Board will be voted for.

IT IS FURTHER ORDERED AND ADJUDGED that this order shall be entered in the Journal of the County Court along with all petitions and papers filed pursuant to the formation of this proposed District.

LOVE, and DATED this 2nd day of October, 1964.

OSCAR E. PETERSON
County Judge
E. O. FERGUSON
County Commissioner
WALTER H. HAYES
County Commissioner 32-35c



VOTE FOR
Paul W. Jones
Democrat
Morrow County
Judge
"MAXIMUM USE OF OUR TAX DOLLAR"

(Pd. Advertisement By Morrow County Democratic Central Committee, Al Lamb, Heppner, Chairman).

(X) ELECT (X)
Conley J. Lanham

For
CITY RECORDER

FORMERLY SERVED FOUR YEARS AS MAYOR
AND TWO YEARS COUNCILMAN. ACCOUNTING
—EDUCATION MAJOR IN COLLEGE.

(Pd. Ad. By Conley Lanham, Heppner)

ATTENTION

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Padberg Machinery Co.

Lexington

WEDNESDAY, OCT. 21

7:30 P. M.

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- MOVIES WILL BE SHOWN
- COME AND SEE THE OUTSTANDING FEATURES OF THIS LINE



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