

WANT ADS

Minimum Charge 15c or 1 Cent a Word

FOR SALE

FOR RENT - 5-ROOM HOUSE in Stanfield; 1 acre ground; chicken house; barn. Inquire Henter's Cafe.

APARTMENT HOUSE IN WALLA Walla, Wn., for sale, or trade for Hermiston property. H. J. Stillings, Hermiston, Ore. 2-tfc

FOR SALE - CARROTS, TURNIPS, parsnips, apples, and potatoes. A. C. Swarner. 10-tfc

BURK'S for Bargains. On the West side. -Adv.

MISCELLANEOUS

BETTER TUNING AND REPAIRING pianos, and fiddles. Violins for sale or trade. Geo. Hendrick, Ir-rigon, Or. 10-2tp

LOST - VALUABLE DIAMOND ring. Reward. Inquire at Herald office.

WANTED - SMALL SECOND HAND cook range. Inquire Herald office.

TWO FURNISHED ROOMS FOR lighthousekeeping - Heated, light, fuel, garage, modern. \$15. Mrs. Joe Dyer. 10-tfc

M. CASSIDY OF BOARDMAN HAS four milk cows for sale. 10-2tc

OFFICE SPACE FOR RENT - Modern conveniences. Inquire Herald office.

BURK'S for Bargains. On the West side. -Adv.

PINE CITY NEWS

Mrs. Ollie Neill and daughter Neva were business visitors in Pendleton Saturday.

The Pine City carnival was held in the school house Friday evening. It was attended by a great number of Echo people. There was a very interesting program given before the carnival, being coached mostly by the high school students.

John Healy was a visitor in Heppner Sunday.

W. D. Neill and sons Clarence and Hugh were business visitors in Echo Friday.

O. F. Bartholomew was a visitor in Echo Saturday.

Mr. and Mrs. Emery Cox of Hermiston were dinner guests at the E. B. Wattenburger home Sunday.

Church was held in the Pine City auditorium Sunday evening. About twenty-four people were present. Rev. Sias of Lexington preached the sermon. Church will be held again in the auditorium next Sunday at 7:30 o'clock.

Mr. and Mrs. T. J. O'Brien and daughter Katherine were business visitors in Heppner Friday. Ted Gilbert and Jack Lamont of Portland, Ore., were visitors at the Frank Helms home Sunday.

Mrs. Joe Foley is visiting relatives at Watsburg, Wash. She left Wednesday.

Mr. and Mrs. A. E. Wattenburger were business visitors in Pendleton Saturday.

Mr. and Mrs. Mike Kenney, Mrs. Bill Buckman and Margaret and Joe Farley visited at the home of Mr. and Mrs. John Healy Sunday afternoon.

A group of the Pine City high school students gathered at the school house Saturday morning to clean up after the carnival.

Miss Faye Greene stayed overnight with relatives Friday. She returned to Echo Saturday morning.

Miss Rose Leibbrand was a business visitor at the Tom O'Brien home Sunday evening.

Mr. and Mrs. Frank Helms were business visitors in Echo and Hermiston Friday.

E. B. Wattenburger and Earl Wattenburger were business visitors in Pendleton Saturday.

The Misses Marie Healy and Lena Neill rode horse back to the top of Gleason Butte Sunday afternoon.

John Shythe, principal of the Echo high school was pheasant hunting on the Chas. Bartholomew place Saturday afternoon.

Mr. and Mrs. Clayton Ayers and son Ray and the Misses Neva and Oleta Neill were visitors in Ione and Heppner Sunday.

E. B. Wattenburger and Earl Wattenburger and son Jarmon were callers at the Schmidt ranch at Alpine Sunday.

Jim Ayers was a business visitor in Pendleton Saturday.

Pat McGoughlin was a visitor at the Frank Helms home Sunday.

Mr. and Mrs. C. H. Ayers and son Ray were business visitors in Pendleton Saturday.

Mr. and Mrs. Fred Lee and daughter Evelyn were business visitors in Pendleton Saturday.

Charley Morehead was a business visitor at E. H. Ebsen's, near Alpine Friday morning.

Mr. and Mrs. Clarence Neill moved to Simpkins place Monday morning where they will put in the fall crop.

Ralph Neill spent Saturday with Raymond Lee.

Wallula Cut-off Builders Hewing Along Rock Cliffs

The following special article, published in the Oregon Journal Sunday, was written by Isabell Dodd of Hermiston. The article accompanied a group of pictures which had been taken at the scene of construction on the Wallula cut-off highway. Miss Dodd is a graduate of the University of Washington.

Hermiston, Oct. 29.—The long desired Wallula cut-off is now rapidly taking form as a highway. Crews of 150 men with modern road building equipment are fast hewing solid basalt from cliffs along the Columbia where the road must pass through a narrow gorge to link two great systems of state highway at a final cost of \$700,000.

The west end of the road is an elaborate overhead crossing over the O-W R. & N. tracks at Umatilla connecting with the Columbia highway and the Old Oregon Trail, and the east end is a handsome new concrete bridge recently dedicated under the name of Dorion, in honor of an Indian woman, at Wallula. The distance is almost 20 miles in Oregon and slightly over six miles in Washington, or a total of 26 miles.

The width of the road is to be 28 feet with 20 feet of oil pavement and four feet of gravelled shoulders on each side. The heaviest grade is 5 per cent. on 700 feet near Umatilla, and 4 per cent. over 400 feet at another point. The remainder is level, or less than 1 per cent. Two curves are 2 per cent. and one is 1 per cent., and the remainder is straight as an arrow. When completed it will be as near a modern speedway as up-to-date engineering can devise. The raven rarely flies a shorter distance between two points.

Geology Interesting.

The road stretches along a course where geologic history left many marks. It lies on a bedrock of basalt or is being carved from overhanging basaltic cliffs. Hat Rock, shaped like the silk hat of style, but several hundred feet high, with a narrow rim at its base; Flat Iron pinnacle and Juniper butte stand out in clear vision the full length of the highway. Near the east end of the highway the Wallula gap rises in shelving precipices nearly 1000 feet above the road bed. Here, ages ago, during some great torrential flood, according to some geologists, the great lake that covered the Yakima and Walla Walla valleys and much of the Big Bend country broke over its boundary and washed out a great chasm which in the course of time had been eroded to its present low levels. For 20 miles high cliffs line both banks of the Columbia, brown, and portraying the arts of geologic masonry, broken, here and there by gray gulches where water from higher hills behind once poured precipitously on its way to the river below.

From the peak of Juniper Butte, hundreds of feet above the road, one can see the Columbia river for 40 miles like a deep blue ribbon fringed by the sage gray sloping bases of the cliffs divided from the waters by a narrow border of cottonwood, black willow and sumach, so common to all desert streams and now dressed in fall styles of shining yellow and flaming red. There was no sound save a blast from the road bed, an occasional whistle from the S. P. & S. on the north bank or the O-W. on the south bank, where long ago the railroads had preempted the only trackage between the river and the rocky barriers, part of which had then to be cut or tunneled through the rocks of pleistocene age. The scenic effects along this new highway will be likened by the traveler to those of the Garden of the Gods in Colorado.

Workers Busy.

The Columbia is at a low stage. We drove across gravel bars and along one-way grades near the water's edge over a rough temporary road for the use of trucks to the camps of the contractors. It was the first car to carry a newspaper correspondent into the narrow spaces where the construction of this much-talked-of highway is now actually under way. A small city of camp houses has been built on the Oregon side by the firm of S. H. Newell & Co., of Portland and a camp is being established on the Washington side by the Columbia Power & Investment Co., of Stevenson, Wn. The Oregon contractor now has 80 men employed and the Washington firm 60 men, who operate heavy road building equipment. Work of the present contractors is to build the road bed and apply a surface of gravel. The fine gravel surfacing and the oil paving will be done early next summer.

In 1931 the first work of 12 miles of grading was done at a cost of \$140,000. The contract of S. H. Newell & Co. is for \$205,000, and that of the Columbia Investment Co., in Washington, is for \$148,000. The overhead crossing at Umatilla and the Juniper bridge will cost \$30,000. Total engineering costs are estimated at \$40,000. Added to the above will be oil pavements next summer at an estimated cost of \$125,000, or a grand total of nearly \$700,000. Sixty-five per cent. of this will be borne by the federal government and the remainder by the states in proportion to mileage. The above costs do not include the Dorion bridge at Wallula, several thousand dollars in rights of way, and changes of roads that will be tributary. There will be several service stations along the route. With new connecting roads, extensions and other improvements and changes incident to such a great change in the highway traffic of the Inland Empire, the Wallula cut off may be called a million-dollar road.

Year-Round Road.

The elevation of the road is nowhere more than 450 feet above sea level. The hills, comprising a long divide and extending from the cliffs on each side which are traversed by present highways, are 1500 feet, or more higher than the new road bed. That is, cars from Oregon entering the Walla Walla and Yakima valleys must now climb to approximately 2000 feet and then drop to levels of 500 to 1200 feet. The cut-off will be a year-round road and will rarely, if ever, be obstructed by snow drifts or freshet debris. It is the new water grade gateway to the city of Portland and the coast, paralleling proposed river development, and opening into a vast hinterland yet slightly touched by the hand of progress.

The Wallula cut-off does not mean merely a cut-off between Umatilla and Wallula. It is a cut of distances between many points on the interlocking highway system of four Idaho, Montana, Washington, and Oregon. To find ones self on the Wallula cut-off is to find a short cut to Portland, a short cut through Hermiston and Heppner to Bend; a short cut through Pendleton to John Day and Burns, a short cut to Spokane and Western Montana, a short cut to Walla Walla, Lewiston, and the Lolo pass; a short cut to White Bluffs and Wenatchee, and a short cut to Yakima and to many intervening posts.

It is the new shorter route from Portland to the Upper Columbia and Snake river basin; into the Big Bend and Palouse and North Idaho country and into the rich valleys of the Yakima and Walla Walla. It will be the natural stage, truck and auto mobile grade from and to the Great Columbia basin irrigation project, which, when carried forward, will cost in irrigation and hydro-electric work, in preparation of farms, construction of power lines, highways, towns and farm buildings not less than a billion dollars, and make homes for a million people.

Cast Your Vote at the Polls Tuesday



FARE AND ONE-THIRD ROUND TRIP TO

- Denver Omaha Des Moines Kansas City Duluth Chicago Minneapolis St. Paul St. Louis Council Bluffs Milwaukee Memphis Sioux City New Orleans

Departure Dates - October 29 Nov. 5, 12, 19, 21, 26 Dec. 3, 10, 17, 20, 21 Return Limit - February 28, 1933

F. C. WUGHTER AGENT Hermiston Oregon UNION PACIFIC



Your telephone means a lot to your friends

Half the value of your telephone lies in what it means to those friends who enjoy your companionship.

The other half lies in what it means to you. Saying your time. Running your errands. Spanning distance. Nothing else does so much for so little.

The Pacific Telephone and Telegraph Company Business Office - Main Street - Phone 511

NOTICE OF SCHOOL MEETING

NOTICE IS HEREBY GIVEN to the legal voters of School District No. 14, of Umatilla County, State of Oregon, that a SCHOOL MEETING of said district will be held at the school house, on the 19th day of November, 1933, at 3 o'clock in the afternoon for the purpose of discussing the budget hereinafter set out with the levying board, and to vote on the proposition of levying a special district tax.

The total amount of money needed by the said school district during the fiscal year beginning on June 20th, 1932, and ending June 21st, 1933, is estimated in the following budget and includes the amounts to be received from the county school fund, state school fund, elementary school fund, special district tax, and all other moneys of the district.

When the budget meeting is held in connection with the annual school meeting, the following provision of section 232, School Laws 1929, should be observed: "Until the ballots are counted at least one hour after the time set for the meeting in districts of the second and third classes, any legal voter of the district shall be entitled to vote upon any matters before the meeting."

BUDGET

Table with 2 columns: Description, Amount. Includes Balance on hand, From county school fund, From state school fund, etc.

Estimated Expenditures

Table with 2 columns: Description, Amount. Includes I. GENERAL CONTROL, II. INSTRUCTION-Supervision, III. INSTRUCTION-Teaching.

Table with 2 columns: Description, Amount. Includes IV. OPERATION OF PLANT, V. MAINTENANCE AND REPAIRS, VI. AUXILIARY AGENCIES.

Table with 2 columns: Description, Amount. Includes VII. FIXED CHARGES, VIII. CAPITAL OUTLAYS, IX. DEBT SERVICE.

Table with 2 columns: Description, Amount. Includes X. EMERGENCY.

RECAPITULATION table showing TOTAL estimated expenses for the year, TOTAL estimated receipts, BALANCE, amount to be raised by district tax.

SUMMARY OF ESTIMATED EXPENDITURES table for school year from June 20, 1932, to June 21, 1933. Includes Personal Service, Supplies, Maintenance and Repairs, etc.

INDEBTEDNESS table showing Amount of bonded indebtedness, Amount of warrant indebtedness, TOTAL Indebtedness.

Attest: R. A. BROWNSON, District Clerk. F. B. SWAYZE, Chairman, Board of Directors.

Business and Professional Cards

HERMISTON

W. L. Morgan, D. M. D. General Dentistry, X-Ray and Diagnosis, Bank Bldg. Phone 9-J.

HERMISTON MEDICAL HOSPITAL. Conducted by Registered Nurses LOIS WOODS, R. N., BEATRICE McKENTY, R. N.

Hermiston Beauty Shoppe. Duart Permanent Waves \$2.95 and \$5.00. FINGER WAVES - 50c.

W. J. WARNER Attorney-at-Law Hermiston - Oregon

H. W. KELLEY Plumbing & Pipe Fitting, Pump and Gas, Engine Repairing. Phone 72-W.

Hermiston Post No. 37. Meets first and third Thursday. Legion Auxiliary meets second and fourth Thursday.

MARKHAM Beauty Shop. ALL WORK GUARANTEED. PHONE 521.

PENDLETON

W. G. FISHER NEW AND USED FURNITURE BOUGHT AND SOLD.

DR. F. L. INGRAM Dependable Dentistry. Bond Bldg. Pendleton, Ore.

BRADLEY & SON Shoe Rebuilders. We rebuild shoes with machinery your shoes were made on.

PENDLETON

DR. LINA STAATS Naturoathic Physician. Bond Bldg. Rooms 15-16 Pendleton, Oregon.

DR. DALE ROTHWELL OPTOMETRIST. The best glasses at a reasonable cost.

HERB GREEN PENDLETON'S LEADING JEWELER (Sawtell's Location)

Manicuring, Marcelling Hot Oil Shampoo, Fingerwaving, Facials. Realistic Beauty Shop.

TO SELL OR TRADE YOUR PROPERTY SEE J. W. CLARKE at G. F. HODGES AGENCY.

Watchmaker - Jeweler W. M. RAKESTRAW 627 Main St. Pendleton, Ore.

SUNLITE BAKERY, Inc. The Home Of BUTTERNUT BREAD and SOCIETY CAKES.

ERNST GHORMLEY MEN'S CLOTHING and LADIES HOSE.

W. J. CLARKE HARDWARE. Majestic Ranges, Red Jacket Pumps, Iron Pipe, Nails, Fencing.

DR. H. A. NEWTON Dentist. X-Ray Work. Phone 12. Pendleton, Oregon.

Kelvinator Refrigerators, Radio service and repairs, Motors. ELECTRIC SERVICE COMPANY.

We Specialize in Armstrong Linoleum, Inlaid or printed. We also specialize in the Heatrola Circulator, the stove that saves you coal.

WE Specialize in Good Furniture at Lowest Possible Prices. Free Delivery to your door.

