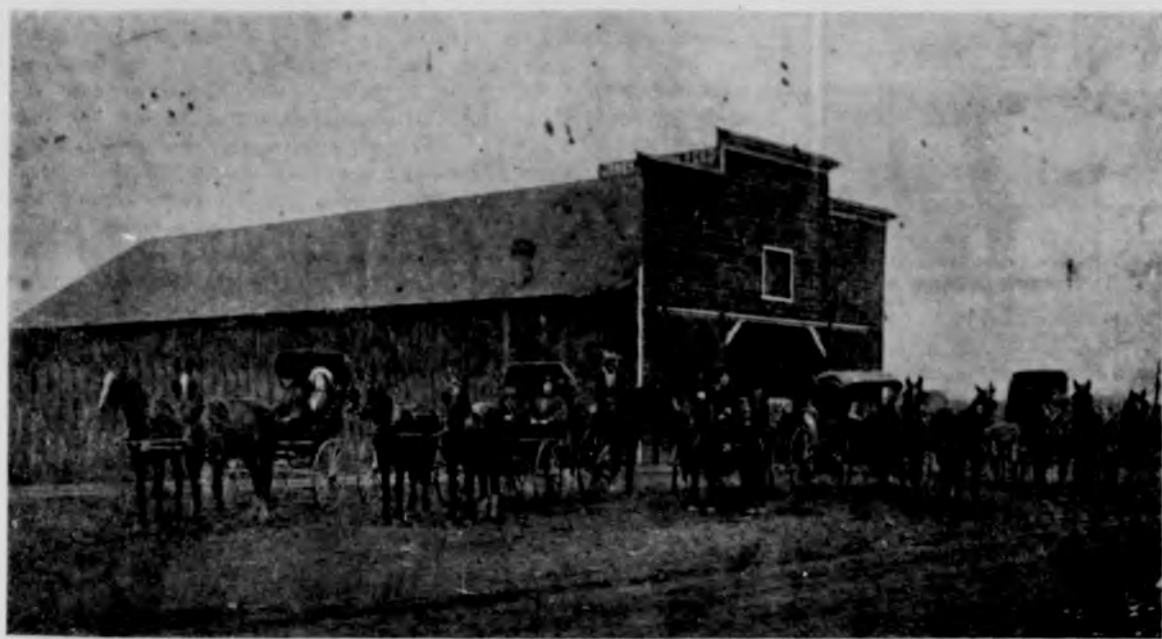


SCENE OF HORSE AND BUGGY DAYS.



Dick Jones' livery stable 30 years ago. He and Mrs. Jones may be seen in the first rig. He kept many fine rigs and saddle horses. It was closed by Henry Ford with his Model T.

NEW HIGHWAY AGE ARRIVED

AHEAD OF FIRST AUTO

Horse and Buggy Days Out-classed by New Hard Surfaced Roads.

When government irrigation began here it was during horse and buggy days. Instead of service stations at every vantage point it was livery stables, and every farmer had his buggy or phaeton, or hack and a good driving team. Old Dobbin was still doing his work on the farm and the tractor was only a cross breed of ideas that failed to accomplish results. We had only dirt and sand roads and the five percent grade or one percent curve was not in the language of that time.

Hermiston had two fine livery stables, Stewart's and Nestor's, and Echo had one of the best in the west, Dick Jones'. O. H. Warner tried to start one a few years later at Boardman. Umatilla still had rigs of high top buggies with storm curtains and swift steppers from the Switzer ranges. Colonel Newport had Dolly and Dick, who sawed the bits over more sagebrush tops and

showed more land than any other team of bloods in the homestead times.

But the first automobile soon arrived. It was a fine open door Franklin, shipped in by the Maxwell Land and Irrigation Company and chauffeured by Carl McNaught.

It was then that the road problem soon became paramount. Where Dolly and Dick could go over sand and sage, the auto was stuck, and stuck most of the time. The reclamation service and its steam shovel had torn out the diagonal highway to the dam and the Old Oregon Trail with a bed packed by a thousand freight trains between Umatilla and Echo were the only passable stretches of "highways." When Armistice day was declared in 1918 the Old Oregon Trail was the only road we could travel and announce by loud voices and tin can noises the glory of the occasion.

The people here soon discovered that in addition to building farms and homes they must also meet the new modern situation of road requirements. The land companies, such as the Maxwell company and Newport & Skinner and Brownell company, led the way and the Hermiston Commercial club soon took up the burden. Roads around sections of land were surveyed out and then through mid-sections to every 40, 20 or 10 acre tract. The sage

brush was grubbed out and in many cases graders were run over to smooth over the bumps. No less than 1,000 miles of such farm-to-town roads were staked out and posted by local citizens and authorized by Umatilla and Morrow county officials.

Gravel was the next step. Gravel beds came slowly but were welcomed ardently even though made of the coarse, unscreened river sand and rocks. A crusher was unknown. The big rocks were worked into the bottom and the finer gravel placed on top. But no one grumbled or complained about bumps or dust. We sailed along into the next stages of crushed rock and the oil age of the present.

In 1917 the Oregon legislature proposed a state wide road program and finally passed the first road bill which included a road system mapped out for the entire state and an appropriation of \$6,000,000 for the work. That was the beginning of a \$250,000,000 program.

Citizens sent a delegation to Salem, J. T. Hinkle and F. B. Swayze from the Hermiston Commercial club and W. H. Switzer from Umatilla and others and the road up the Columbia was tied into the state law. A state highway commission was appointed with much authority as to locating the first work. The people of this region were faced with

strong opposition of the towns farther south in locating the through east and west state road. Heppner, Condon and Wasco wanted the Columbia highway. The Columbia Water Grade Association, with C. C. Clark of Arlington as president, E. P. Dodd, secretary, and H. G. Newport, F. B. Swayze, D. C. Brownell, W. H. Switzer, Frank Sloan, Thos. Fraser, R. B. Stanfield and C. S. McNaught as members of the board, was formed and an active campaign was made.

About that time the state highway engineer had sent a crew of surveyors to lay out a route over the Blue mountains and they were snowed out. They then started to survey west from Pendleton and were met at Echo. The chief was Manche Bennett, college classmate of three active young men in Hermiston, M. D. Scroggs, J. W. Campbell and Herbert Stophm. With this friendly connection the crews were banqueted at Hermiston and then taken over the sand routes between here and beyond Boardman. It had rained the day before, which made the automobile trip possible. On that occasion the highway engineers were convinced that the water grade highway was the one most important through eastern Oregon.

One and Heppner were given the Oregon and Washington highway and on through Pilot Rock to Pendleton and Walla Walla. The strife was over. The first pavement was then laid between Pendleton and Walla Walla, and grading and graveling was commenced on the other portions of the routes. This provided the outlet west and east from the irrigated regions and finally resulted in the fine highway we now have.

North and south roads then became the most important work, and the Hermiston-Lexington road is now nearing completion.

The Cold Springs-Holdman road to Pendleton was built when Umatilla county laid out its first main road building program. This road was built 15 years ago, according to demands of farmers of Holdman and Helix and north of Pendleton, for a connection with the boat landing at Cold Springs and the warehouse at the railroad siding. The same road is now a link in the north and south highway to John Day through Pendleton.

The Wallula cut-off is of more recent date. This road was opposed strenuously by Pendleton for a number of years but was finally built and dedicated in the early fall of 1933. Being partly in two states, arrangements for construction was also delayed by the federal road department which contributed 60 percent of the costs.

One other important highway is yet to be completed which is the west end section of the state highway now about to be constructed from Pendleton to Stanfield. The new section is the straightening out of the road from Stewart's service station south of Hermiston through Hermiston, past the First National bank, thence north to the Wallula cut-off at a point about a mile east of the overhead crossing at Umatilla. Its completion, and the oiling of the Hermiston - Butter Creek-Lexington highway and the Diagonal road from Hermiston to the Wallula cut-off, is the final chapter of primary road building in this region.

First Dairy and Hog Show Held In 1913.

One November 8, 1913, was held the first Dairy and Hog show. It was a one-day affair with the purpose "to encourage perfection in type of animals and the maximum production of milk and butterfat." F. B. Swayze was chairman of the committee that put the show on; C. S. McNaught was secretary, and Harry Straw, Thomas Fraser and E. P. Dodd as other members. A large barn tent was borrowed from the railroad company for housing. Five and ten dollar premiums were given for cattle and \$5 and \$3 for hogs. Addresses were made by Prof. E. L. Potter of O. S. C., W. S. Barr of the U. S. dairying division, and C. L. Smith, agriculturist of the O.-W. R. N. Co. The judging was done by Prof. R. R. Graves of the state college. Many people attended and much interest was aroused. The show paid its bills. One of the best results was the formation of the Jersey Breeders association which has accounted for the fine St. Mawes and Golden Glow blood in the cattle of this district, and the final high breeding of the herds here.

The dairy industry which has become the backbone of agriculture here was a second thought. The boom in apple tree planting had begun to fade and growers were beginning to see the end of their ambitious hopes, and the bottom of their reserves. Assurance of a regular meal ticket became necessary as money from home ceased to come, and other resources diminished—with yet no big red apples on the young

trees. The project leaders began to talk cows and alfalfa and in 1912 two creamery men were induced to start a creamery—Kittery and Kinnery. Every settler who had a tract of alfalfa or pasture bought one to half a dozen cows. They were mostly low class grades or culls, or boarders. But improvement of the herds soon followed with the buying of high grade sires and shipping in car loads of registered Jerseys.

The Dairy and Hog show has been continued every year since that year in 1913, except the flu year. From the early beginning in the hands of the business men or Commercial club the management after a few years passed to the Umatilla Project Farm Bureau and the farmers, who have steadily enlarged its scope to what is now the three-day Umatilla Project fair.

Five Weddings - 20 Children

Five weddings of popular people took place in Hermiston 20 to 23 years ago, and each family has four children. The couples were Morris Scroggs and Essie Campbell; William Roberts and Bertie McDonald; J. W. Campbell and Alice Taylor; E. I. Davis and Florence Garner; and Gerald Bohn and Ruth Morrow.

Hermiston Street Names.

Newport avenue was named for Col. H. G. Newport, and Hurlburt avenue for H. G. Hurlburt. Gladys avenue is for Gladys Skinner, granddaughter of W. H. Skinner, and daughter of C. H. Skinner, first girl born on the east side townsite. Ridgeway was first named Furnas avenue, but changed a few years later. On the west side, trees prevailed and three streets are named, Orchard, Locust and Madrona. All other streets and avenues are according to number.

Cost of All Projects.

The Hermiston irrigation works cost \$2,015,314. The West Extension \$1,104,968. The McKay dam cost \$2,116,000. It was estimated that all preliminary irrigation systems, before the government works were built, cost about as follows: Irrigon, \$1,000,000; Stanfield, \$500,000; Westland approximately half a million; Hermiston, \$100,000.

Early figures are not available and many later figures are not accessible, but a grand total expenditure for irrigation works between Echo and Boardman, including McKay dam, and head works upstream, will amount to \$7,500,000. It is impossible to estimate what the improvements on the lands, and building of towns cost. Reclamation engineers place such works at four times the cost of the irrigation works which would be \$30,000,000, or a total of \$37,500,000, including Butter Creek and the Meadows, over forty million.

Twenty-One Acre Feet.

When Secretary Franklin K. Lane came to Hermiston, he was taken to the North Hill and shown where 21 acre feet of water had been required to produce crops. The irrigation water had been turned into furrows in lath box streams, and would run day and night and get nowhere in the coarse, sandy soil, with no impervious sub-soil. The check system, then in common use, produced scarcely no better results. This 21 acre feet story served somewhat to gain relief from water charges, and resulted in the use of the border system and larger heads of water.

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REPUBLICAN CANDIDATE for State Senator SAYS—

Congratulations, Hermiston Herald, on your 30th birthday and congratulations to the Hermiston people for promoting a Umatilla Project fair which is being held in Hermiston this week.

I do not think the Legislature at Salem realizes the magnitude of your fair and the splendid work your 4-H clubs are doing.

If I am elected to the Senate this fall, I pledge you my help in getting you your JUST share of money the state appropriates for county fair purposes.

As the Hermiston fair is two counties in scope the Legislature should take this into consideration and appropriate money to your fair accordingly.

(Paid advertisement)

We Started with the Hermiston Community and later branched out until our family includes ECHO, STANFIELD and UMATILLA.

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(Including High Taxes)

Your Best Interests Are Our Best Interests

(The Development of the Community)

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It has been wisely stated that

"A JACK OF ALL TRADES IS MASTER OF NONE"

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