

THREE MINUTES WITH ...



LACI WALDEN

Marketing director and manager at Hermiston Raceway

When and why did you move to Hermiston?
We moved to Hermiston in 2017 because we love racing!

What is your favorite place to eat in Hermiston?
Our favorite places to eat besides at our track are Midway and The Pheasant.

What do you like to do in your spare time?
We spend our time at Hermiston Raceway every chance we get.

What surprises you about Hermiston?
The community. Just love the camaraderie among Hermistonians!

What was the last book you read?
Go Dog! Go! by Dr. Seuss—I'm a mother of three littles.

What website or app do you use most other than Facebook?
Instagram

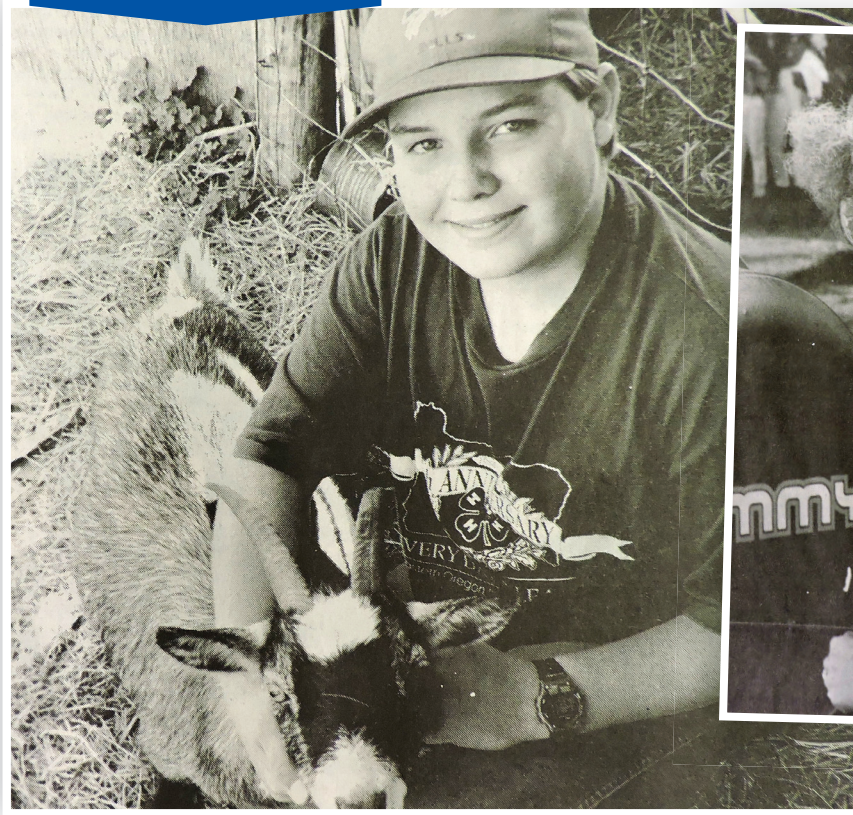
If you could travel anywhere, where would you go?
Pomona, Calif. for the NHRA drag championships

What is the funniest thing that's ever happened to you?
Which time!? This race season, I was driving people back to their camp areas and we popped the biggest wheelie ever in a golf cart, it would have been world record status had Guinness books been there!

What is one of your goals for the next 12 months?
To make Hermiston Raceway the destination race track it use to be back in the 70s— which in turn helps the whole community.

What is your proudest accomplishment?
On a personal note, my children. On a career note, the news and achievements my family and I are making for racing in the Northwest. Seeing people building race cars again and watching families make memories. All the work we put in to this, there is nothing more rewarding than that! It's more than we could ever ask for.

HERMISTON HISTORY



Jason Smith poses with a goat he is raising for 4-H in 1994.



HH file photo

Hermiston Police Department's bicycle officer Gretchen Erickson patrols the streets near Sunset Elementary School in 1994.

25 YEARS AGO
 Oct. 4, 1994

The Oregon Supreme Court ruled Thursday that the state acted in accordance with its own rules — and that the rules were arrived at properly — when it approved the siting of the Hermiston Generating Project near Lamb Weston on Westland Road.

The case was the last legal hurdle for the project.

Financing for the 476 megawatt generating project should close by the end of this month, and construction should begin in early November, said Peter Evans, Hermiston Generating Project developer.

The natural gas-fired cogeneration plant will cost about \$440 million to build, although it may be assessed for tax purposes at a lesser amount.

After the plant is up and running in mid-1996, an enterprise zone arrangement between project developers and the state Department of Revenue excuses taxes for the first three to five years of operation.

When the enterprise zone expires, districts claiming the project will have a significantly greater assessed value.

50 YEARS AGO
 Oct. 2, 1969

A houseboat capsized near the center of the channel of the wind-swept Columbia River about three miles west of Umatilla at about 6:30 p.m. Monday with three adults and two children aboard.

The two little girls were saved, found clinging to rocks, wearing life jackets. Their mother was drowned and her body recovered. The two men, including the girls' father, were missing and presumed drowned.

The body of Marian Turk, 28, was recovered by Benton County authorities on the Washington side of the Columbia River across from Devil's Bend, three miles west of Umatilla.

Her daughters, Melissa Turk, age 5, and Leanna Turk, age 7, were washed up on rocks near Devil's Bend on the



HH file photo

Gary Walls, tree trimming foreman for Umatilla Electric Cooperative, takes a sample from a tree for plant pathologist Phil Hamm to look for fungus in 1994.

Washington side. Both girls were wearing life jackets. They were taken to Umatilla Hospital, where they were treated for exposure. Their condition was reported to be good.

There was no trace of Herbert K. Ramsey, 63, who operated the Mister Five Percenter firm in Power City, owner of the houseboat, or James Turk, 51, husband of the dead woman and father of the girls who were saved.

75 YEARS AGO
 Oct. 5, 1944

The Hermiston Bulldogs won a hard-fought contest from the Kennewick Lions under the lights in the Washington city last Friday night. Coach Frank Davison's boys out-rushed and out-played their opponents most of the evening even though they faced a considerable weight handicap. The final score favored Hermiston 7-6.

The Hermiston touchdown came on the first play of the second quarter after a first period march of 80 yards. The start of the game found Hermiston kicking off and, after an exchange of punts, Kennewick worked the ball to its own 40.

A short punt gave the ball to the Bulldogs on their 20 and on a series of ground plays they worked their way to Kenne-

wick's 16-yard stripe. In the first play in the next session, Schoonover took a spinner off tackle 16 yards to pay dirt. Matott converted on a line buck.

The touchdown by the Lions came midway in the third period when a Hermiston back misjudged a Kennewick punt, with Kennewick recovering on the Hermiston 25-yard line. Eight plays later the Washington lads crashed over for a score. A place kick went wide.

100 YEARS AGO
 Oct. 4, 1919

Donald Shotwell, thirteen-year-old son of Mr. and Mrs. J.K. shotwell, and Joe Neary, thirteen-year-old son of Mr. and Mrs. J.J. Neary, came within an ace of being killed last Saturday forenoon when the automobile which the Shotwell boy was driving was hit by a freight train at the railroad crossing near the depot.

The boys were coming from the West Side, and on account of a multitude of freight cars standing on the side-track at the time failed to see or hear a fast moving westbound freight train approach. Nearing the crossing, however, they got a view of it, and evidently Donald, the driver of the auto, seeing his perilous position, applied the brake to the machine. Too late, though, to avoid impact with the fast moving freight.

The crash came when the auto, almost stopped, was caught by the engine step protruding, it is believed, and battered to one side a mess of wreckage.

The boys were hurled from the machine with awful force, and spectators wondered they were not instantly killed. As it was Joe Neary's life was despaired of for several days after the accident, he having sustained an awful scalp wound and a small fracture of the skull. Reports at this writing are to the effect that he is getting along nicely and will recover. Donald Shotwell escaped with several severe bruises, and is almost well again.

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chance at being drawn for one of five \$100 gift cards.

The Echo Corn Maze and Pumpkin Patch is open for the season. Regular hours are Tuesday through Thursday from 2-6 p.m.; Fridays from 2-10 p.m.; Saturdays from 11 a.m to 10 p.m.; and Sundays from 11 a.m. to 6 p.m. It's located at 100 N. Dupont St., Echo. General admission is \$10 for ages 3 and older, free for ages 2 and younger or \$12 for an all day pass. There are additional fees for other ticketed attractions. The Field of Screams Corn Maze Path is \$12 (Oct. 19, 26 and 31 from 7-9 p.m.). For additional information, visit www.echocornmaze.com or search Facebook. See the Oct. 9 edition of the Hermiston Herald for a story and photos.

Altrusa International of Hermiston is rolling out a fresh new fundraising event. The Altrusa Food Truck & Auction Extravaganza is Saturday, Oct. 26 at the Hermiston Community Center. Admission is \$20. The event also features wine and beer tasting, live entertainment, a raffle for a chance to win a \$2,000 Visa card and a 50-50 cash drawing.



HH file photo

Children play at Sunset Park in Hermiston.

Tickets can be purchased from Altrusa members or the Hermiston Chamber of Commerce. See the Oct. 16 Hermiston Herald for a full story.

Travelers heading up or down Cabbage Hill along Interstate 84 east of Pendleton can expect lane closures in the westbound and eastbound lanes over the next few weeks. Shoulder paving began this week in the westbound lanes, and will shift to the eastbound lanes in a week or two. Motorists are advised to slow down and be prepared for single-lane travel. Depending on weather conditions, this work is expected to be completed

around mid-October.

The paving will seal the area where power cables were installed. Those wires will help provide electricity to a dozen digital message boards, freeway lighting and other enhancements that are part of a \$15 million I-84 Snow Zone Safety Improvements Project. The project includes new highway cameras, road sensors, curve warning signs, a new freeway ramp gate and other features that will improve safety, especially during the winter season.

Construction and some lane closures will continue near the top of Cabbage Hill through October. The two-year project that started earlier this year will resume

next spring. All work is expected to be completed by next fall.

The menu for the Har-kenrider Senior Activity Center for Thursday is meat loaf, potatoes and gravy, vegetables, fruit and dessert. Friday is hamburgers, bag of chips, potato salad and dessert. Monday is egg salad sandwich, salad, fruit and dessert. Tuesday is chicken noodle soup, biscuit and dessert. Next Wednesday is two slices of pizza, salad and dessert.

— You can submit items for our weekly By The Way column by emailing your tips to editor@hermistonherald.com.

CORRECTIONS

It is the policy of the Hermiston Herald to correct errors as soon as they are discovered. Incorrect information will be corrected on Page 2A. Errors committed on the Opinion page will be corrected on that page. Corrections also are noted in the online versions of our stories.

Please contact the editor at editor@hermistonherald.com or call (541) 564-4533 with issues about this policy or to report errors.

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Letters Policy: Letters to the Editor is a forum for the Hermiston Herald readers to express themselves on local, state, national or world issues. Brevity is good, but longer letters should be kept to 250 words.

No personal attacks; challenge the opinion, not the person. The Hermiston Herald reserves the right to edit letters for length and for content.

Letters must be original and signed by the writer or writers. Anonymous letters will not be printed. Writers should include a telephone number so they can be reached for questions. Only the letter writer's name and city of residence will be published.

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