

Letters From The People

MATNEY AND HALLER
ANSWER JUDGE BUNNELL

Klamath Falls, Ore.,
Oct. 29, 1930.

To the Editor,
Evening Herald,
Sir:

In your issue of October 27, 1930, you published a letter of Hon Robert H. Bunnell, County Judge, and one from E. B. Bishop, district engineer for the highway commission. Judge Bunnell attempts to justify the placing of the Klamath Falls-Merrill highway so that it passes the residence of himself, Commissioners Fordyce and Short and John Dixon, as well as one of the brothers of Commissioner Short at the expense of 1 1/2 miles additional distance and one mile of additional highway to be constructed.

By referring to the map that was published in The Herald, it will be seen that it is just one and one half miles farther from the turn-off at Geo. Ebehalt's place to the junction with the Lakeview highway than it would have been had the highway followed the Modoc Northern survey into Klamath Falls. The distance from the Ebehalt turn-off to the macadam road passing by the old slaughter house is just one mile shorter than it is from that turn-off to the Lakeview highway. By placing the road on the Modoc Northern survey the county would have saved one and one-half mile in distance of travel and just one mile in road construction.

Both Judge Bunnell and Mr. Bishop (and we have due respect for Mr. Bishop as we feel that he is a fair minded man) attempt to lay the blame for this great injustice to the citizens and tax payers at the door of Mr. Withycombe. When one refers to the map of the highway, however, he thinks that if Mr. Withycombe did locate the highway where it passes the residences of the county judge and the county commissioners and their relatives, he must have been overpersuaded to make this wrong location by some one. The question arises: Who is this someone? and the answer is found by looking at the map that was published a few days ago. One would naturally suppose that the ones who are responsible for this miscarriage of justice were the public officials who were feathering their own nests at the expense of the citizens of this county. Judge Bunnell and Commissioners Short and Fordyce reaped the benefit from this thing and there can be no doubt but that they were the ones who controlled the location of the highway where it is. No one in his right mind could think for one moment that Judge Bunnell and Commissioners Short and Fordyce were not responsible.

They (Judge Bunnell and Mr. Bishop) attempt to justify the departure from a straight line at the Merrill ranch north of Merrill by saying they crooked the road in order to follow the cinder road and to cross a bridge. If this were the only place where the highway is made crooked to serve the friends of the county court this argument might

stand the wash, but such is not the case. The highway is made crooked at other places as many readers know, and at every place where the road is located crooked instead of straight one finds some bonum friend of the county court is the beneficiary and that he is working for the present county court with might and main.

Judge Bunnell says that the five farmers whose ranches are ruined by the highway are and were always his political enemies. It is well known, however, that two years ago Mr. Ebehalt and Mr. Curtin were supporting him. Since one of these parties heard Judge Bunnell tell Bob Cheyne that Cheyne would take any damn thing that Judge Bunnell saw fit to give him they both turned against him. They feel that the one who occupies the great office of county judge should be above this form of roughneckism and Billingsgate. It savors too much of the rule inaugurated by the Russian bolsheviks where the public officials compel obedience to their wills by the use of the knout and the gallops. This is a republic and there is no place in its just rule for men who are these methods to cow and intimidate those who are unwilling to bend to their will and caprice. That Judge Bunnell did say the above words to Mr. Cheyne is proven by the fact he never even attempted to justify or deny the charge to that effect contained in the Matney letter.

Mr. Bishop, throughout the course of his long letter, did not deny that he condemned the Klamath Falls-Merrill highway and stated to his superiors that this volcanic sand would never make a road. Nearly everyone who travels over it today believes that it will be another monumental failure to be laid at the door of the present county court.

Judge Bunnell has not yet answered the question: "Why did the county court pay the Short estate \$1400 for three acres of dry land for right of way when it offered only \$150 per acre for the irrigated lands of Cheyne, Curtin, Ebehalt, Hamaker, Henley, Bowman, which was seeded to alfalfa and other crops? I presume that the state highway did this too. Then, too, maybe Mr. Bishop will assume the responsibility for this act as he attempted to throw the burden of the highway location upon poor Mr. Withycombe's shoulders.

Another thing the voters should remember on November 2, 1930, is the fact Judge Bunnell and the county court have made a complete failure of their road program from which we all expected so much. They have attempted to pay out the funds derived from the sale of the bonds voted by the people of this county June 3, 1919, in a way that is wholly unlawful. They have attempted to use these bond funds on a co-operative road when a school boy would have known that this was prohibited by our statutory law, Section 13, of Chapter 103, of the Laws of Oregon for 1913 under which chapter these bonds were voted and issued, reads as follows:

"All moneys raised under the provisions of this act shall be used in constructing permanent public roads in that county. WHICH ROADS SHALL BE CONSTRUCTED BY THE COUNTY COURT UNDER ITS EXCLUSIVE JURISDICTION

and such expert assistants as they may employ."

Is there a citizen in Klamath county, outside of the present county court, who would contend that this authorizes the county court to spend these bond funds on a co-operative road being built under the exclusive jurisdiction of the state highway commission?

I am in favor of girdling Klamath county with good roads and I believe that every dollar spent to that end is well spent. But I will make this prediction at this time: If Judge Bunnell and Mr. Short are re-elected November 2, 1930, the road program of Klamath county will utterly fail. Has not the highway commission already refused to open bids or award contracts on two sections of new highway because of the muddle in which the county court has placed them.

Judge Bunnell refers to the Modoc railroad. There is no such thing as the Modoc railroad. All there is, is a survey which was made more than 10 years ago without any action being taken looking to the construction of the road. The highway has cut some of the best farms in the county and ruined them. It left the best road in the valley to strike out through alfalfa fields. All that would have been required to make a pile of the old highway was a little gravel. Look at the amount of work on this 'sandy way.' This is only a trunk road and was never meant to accommodate the farmers but only the tourists and expensive automobile owners. It is being made to satisfy the whims and prejudices of the county court. If the road had to be built straight, then why go by the ranches of Bunnell, Short, Fordyce et al. over hills and crooks. A shorter and straighter road could have been made by following the Modoc survey. Why was it not made to follow it? Because the county court wanted to feather his own nest at the expense of the same overburdened tax payers who are paying these \$25,000 lawyer bills.

Judge Bunnell admitted that the county had to furnish the rights of way. Then why does he say that the county could not control the location of the highway. He knows that this is a misstatement made out of the whole cloth.

In parting I would advise my friends to elect a county judge and commissioner who have the ability and disposition to cope with the problems, including highways, that now confront the county court. Let's have done with this muddling of our highways and his incompetence.

Yours for highways and progress,

JOHN H. MATNEY
EDGAR HALLER

LESSON TO TOURISTS

PARIS, Sept. 28.—(By Mail)—A lesson to tourists too anxious to take away with them souvenirs of the battlefield has just been given by the military authorities of Fort Vaux at Verdun which has hitherto been open to visitors to Verdun. A few days ago a tourist took possession, doubtless as a souvenir, of an electric lamp bulb. He was indiscreet enough to make a flourish of the bulb in a Verdun cafe. The military authorities confiscated the bulb and then came the order making the fort "out-of-sounds" to visitors.

Why We Are for

Wilson S. Wiley For Mayor

BECAUSE—

In our present stage of development a trained mind is needed to solve the many problems that are hampering community progress—problems that until solved will continue to hinder development in ever increasing proportion.

BECAUSE—

We know that *Wilson S. Wiley* possesses the trained ability to deal with these problems.

BECAUSE—

A man of vision, tact and integrity is needed to lay the foundations in the present for the city that is destined to be.

BECAUSE—

We know that *Wilson S. Wiley* measures up to the standards of the foregoing paragraph—that he is broad of mind, honest of purpose and efficient of action.

BECAUSE—

We know of our own knowledge and after close investigation that *Wilson S. Wiley* is tied by no pledges, is the candidate of no class, the friend of no faction, the representative of no interest except the best interests of a united community.

BECAUSE—

We sincerely believe that *Wilson S. Wiley* is the logical man for a difficult position—and we say this with no desire to belittle the worth of his opponent. But in the present crisis something more than good intentions are needed, even when backed by unimpeachable reputation.

WHEREFORE—

After careful thought and thorough investigation, we believe it to be in the best interests of the whole people of Klamath Falls that *Wilson S. Wiley* be elected Mayor on November 2, next, and we respectfully urge that every qualified person vote for—

Wiley for Mayor

The Wiley for Mayor Committee

FRED E. FLEET, Chairman.
(Paid Advertisement)

AS A CITIZEN OF OREGON YOU NEED The Port of Portland

If you owned a store you could not make a big success unless your business methods were as modern as your competitors! Unless Oregon develops her shipping facilities she cannot expect to get her share of the world's business. It rests with the citizens of this state whether Oregon shall develop her wonderful resources and reach out for bigger markets, or remain practically an inland state.

To become a real port, a 30-foot channel must be dredged in the Columbia and Willamette rivers from Portland to the Pacific ocean. This will enable farmers, stockmen and lumbermen in the interior of the state to reach the markets of the world at a lower freight rate and greater profit to themselves.

The taxing and bonding power to make these improvements can be granted the Port of Portland only by the people of the state. You, and every other citizen will benefit if you, on November 2nd,

Vote 310 Yes on the Ballot, The Port of Portland Dock Commission Consolidation Bill.

OREGON PORT DEVELOPMENT LEAGUE

L. W. Trimble, Secretary.