

GLEN KIBBE and MARSHALL NEWPORT

Interviewer: Ivan Donaldson and Wayne Gurley — June 10, 1967

Kibbe: Then we put the drag out and filled in the river.

Newport: Let me see now, east of Hood River, the road is outside, yes, then it comes back in just east of Mosier. Isn't that right? So that from Hood River to Mosier the highway is outside the railroad track now. "That's right." Then beyond Mosier it comes back in between the . . .

Gurley: There is an overpass the other side of Mosier

Newport: As I remember, I haven't been up here for several years.

Kibbe: That's where the railroad is, outside.

Newport: Yes.

Kibbe: I know damn well it is cause Sam Bray tried to get me to go up there one time, by G., and trim that bluff. I don't ever start trimming the bluff. Every time you put a blast, you're going to loose more rock and the damn railroad was right down below. I know d-- well that if they ever did any better with the railroad it would be on the outside.

Donaldson: I think that we have established that somewhere near the Multnomah County line that Newport Construction Co. had three small sections and Kern & Kibbe had the remainder between Multnomah County line and Hood River, and Newport Const. Co. did this in 1914 and 1915. Kern and Kibbe then began in (Kibbe: 1917) 1917 and finished in 1922 to Hood River. (Correction of this date by Kibbe: The Dalles.)

Donaldson: To The Dalles.

Newport: No.

Kibbe: Yes, the paving is in the . . .

Newport: Yes. But you . . .

Kibbe: But listen now, you want to get this: Kern & Kibbe took the contract from the Multnomah County line to Hood River, the first one. Then the contract from Hood River to Mosier, grading, second. Then Mosier to The Dalles, the third one. Outside of the paving. The paving from Hood River to Mosier was done by the Houser Const. Co., and from Mosier to Hood River.

Newport: You mean Mosier to The Dalles.

Kibbe: Yes, Mosier to The Dalles. Do you remember who did this?

Newport: No, I don't.

Kibbe: I don't think Houser did this.

Donaldson: This was paving?

Kibbe: Paving.

Newport: Johnson, but I'm not sure.

Kibbe: Johnson built Rowena Loops, and the grading.

Donaldson: But which company was this?

Kibbe: E. T. Johnson.

Donaldson: E. T. Johnson built Rowena Loop?

Kibbe: Yes. Well, that's one section that when I saw we went to The Dalles with the grading -- we didn't build. Johnson had that Rowena Loops and then the paving. If I get to Hood River-Mosier paving straight, and then _____ built that, well, that's a matter of record, you can get from the state.

Donaldson: O.K. But the road was completed and paved, or unpaved, to The Dalles in 1922? And did you work beyond The Dalles on any contract beyond The Dalles?

Kibbe: Well, yes, but not any very close to it. Way up east in Pendleton.

Newport: We did all the surfacing from The Dalles to the Deschutes River. We did the grading from Deschutes to John Day with Porter & Connally, and then we did all the surfacing from Portland beyond Stanfield.

Kibbe: Now don't get that confused with paving. What do you mean surfacing?
It was a gravelled road.

Newport: It's like putting on the crushed rocks. That road was a crushed rock road
for a number of years east of The Dalles, before it was ever oiled.

Kibbe: That's right.

Newport: Now, on this section to The Dalles the paving followed right behind
construction and it was a paved highway, but for a long time from The
Dalles to Pendleton and east it was just a gravelled road. It was graded
and had a crushed rock surface, but there was no oil on it and it had to
be graded and kept up all the time.

Gurley: Quite a little maintenance then?

Newport: Oh, yes. Yes it was. It was then Baldock started the big oiling program
quite a few years later to get everything surfaced up. The first big cry
was to get out of the dust. The surfaced road got them out of the mud
and after that, why the roads reduced the maintenance and made them a
much more pleasant road to drive.

Donaldson: Mr. Kibbe, you spoke about Samuel Lancaster's instructions to the men
there at Crown Point. Something about getting the road out in the blue.
What was this?

Kibbe: That's Marshall's story.

Newport: Well, that was one. Someone asked him why he went way out there on
the point, and he said, "I want to get it out in the blue so that you can
get a good view." That was the influence of the trip that he had taken
over Europe, which Samuel Hill financed -- was to make it a picturesque
highway and a view highway when the road first started out. It was
more of a scenic highway than a commercial highway. That was the
interest people thought then, that all you did then was to take your car
out on a Sunday and go out and look at the view. You didn't use your car
to go someplace to work. Your car was your pet.

Kibbe: You didn't have a car, you had a horse and buggy.

Donaldson: I understand, too, that in those days the people were not receptive to
building roads for automobiles. Is that correct?

Kibbe: Well, I think that's probably true. I never heard it exactly, except that . . .

. well, it is, because in the first 6-million dollar bond issue, you take the vote . . . Multnomah County and Eastern Oregon is the only that saved us. The Willamette Valley went against us.

Donaldson: Oh, did they? They voted against you?

Kibbe: Yes. So then when 6-million passed down the Willamette Valley, why the Highway Commission got smart, so they put two miles of pavement in this stretch in this county and two miles in that stretch in another county, and I'll never forget, we had a big rock quarry in Linn County. We bought it from a fellow by the name of Morgan. Mrs. Morgan made the best blackberry pie you ever saw, and I was there eating a piece of her pie one time for lunch and the 10-million Dollar Bond Issue was coming up and old Bill Morgan, he says, "I'm not going to vote for that 10-million, taxes are getting too high," and Mrs. Morgan spoke up, "Yes, you are, the only time I don't get my bones racked out is on the two miles of pavement up here, and we're going to have more." From that time on every bond issue went over. So, I think that's the answer to the question you asked.

Donaldson: I was actually prattling something that I had read back in the literature that the people were not at first receptive to the automobile.

Kibbe: I think that's right.

Newport: I think that the first automobiles were rich man's toys.

Gurley: That's right. I think that the Model T changes a lot of those ideas.

Newport: Ford was the man that made the car available to the man of moderate income.

Kibbe: Well, of course, none of us ever had any idea in 1917 that the automobile was going to be what it is. When you figure that in 1915 you couldn't get to Salem in the wintertime. Now think of it.

Donaldson: Not even by wagon?

Kibbe: Well, I mean by automobile, yeah, well, I don't know -- I guess some of them tried to get there. They tell me that Jack Peterson and another fellow who used to be a racer. I think his name was Charlie Cook. They made a bet that one could back his car faster to Salem than the other, and that d-n Jack Peterson won, before there was any pavement, in reverse on dirt roads.

Newport: I used to drive all over Eastern Oregon with my father in the early days. You see, when the Highway Commission wanted a section done they would advertise they wanted a road built from here to there, and, of course, we would pick up a set of the plans, go out and look at it, prepare an estimate, and sent it on to opening to the bid opening, and, of course, to prepare the estimate you had to go out and look at the work. Lots of times the two of us would go out all day and half the night and look a job over, come back and prepare the estimate and get it down here to Portland or Salem. I remember one time we drove from John Day, no, from Burns to John Day. We were from before daylight we left Burns, muddy. We were late at night getting into John Day. My father had a big Packard 8 and I would drive and he would walk ahead and kinda outline proper route through the muddy sections. It took us 16-18 hours to get across there. I remember one time like that from Pendleton to LaGrande over that hill. In the early days there you get some of the spring break-up there before those roads were graded and surfaced, it was quite a job. It used to be a day's drive from Bend to Burns over those old roads out in there. I remember one time we had two spare wheels on the Packard and down in the Lakeview country we blew both those out. Those two tires, and had to buy two more to get back in.

Kibbe: G ad, I hate that road from Bend to Burns. Today you drive by your watch and never look at the speedometer. You look ahead and think you're never going to get there.

Donaldson: Is it too personal to ask what these sections of road contracts were? How much the award was given in those days?

Newport: I don't remember.

Kibbe: It isn't too personal, but I'm like Marshall. I don't want to quote it from memory. I can get it for you if you want it. I don't remember it.

Newport: It's a matter of public record.

Gurley: I think it surely would be the Highway Dept. would have that.

Kibbe: Yes, they have it all.

Donaldson: Did you make expenses, break even, or go in the hole?

Kibbe: We took a terrific raking on the excavation on account of the war, but things broke after the war stopped. The Hood River-Mosier was a good job. That big, heavy grading job; then the paving. The new paving we got was alright, we come out, but the best thing we did was to pay that

dmn First National Bank a lot of interest. They are the ones who made the money.

Gurley: The easy way, too.

Kibbe: Yes, but all in all we went on through the State of Oregon and then to the Jetties, etc., and so we haven't gone bankrupt yet. It's been a great life!

Donaldson: When did you retire from the field of contracting?

Kibbe: 1955.

Donaldson: 1955. Then you went into the jetty work. You built the Columbia River jetties?

Kibbe: Yes, that is, our Senior Partner, Mr. Daniel Kerns, the original contractor, then we came in. He got a hold, and we carried through. Then we took jetties right on into California, Coos Bay, every place along the coast except San Pedro, California. I don't mean that we completed all the jobs, but we worked on all of them. Like San Pedro, we never did any work at San Pedro.

Donaldson: As I recall, Mr. Newport, you were 9 years of age, or 10, here in 1914, when you worked here on the Columbia River Highway.

Newport: Yes. In 1906, I was 9 or 10 years old.

Donaldson: So you do remember some of the building and construction of this road in the very region where we are seated.

Newport: I remember the camp there, the school at Wyeth and walking over the road on Sundays and my father in his office, man partner, taking pictures and we had a several years of settlement of the thing to get that straightened away. We were looking for something firm in Portland. We retained an engineer in Portland to act in our behalf.

Kibbe: Cunningham?

Newport: No, it was someone before Cunningham. I think it was a railroad ____.

Gurley: Do you remember whether they were using the back road, the . . .

Newport: I have no memory of that back road that we ever took the road east or west. We always took the train like we had the regular flag stops on the

railroad there.

Donaldson: This is probably true that the state road fell to pieces when the railroad went through. I had the feeling that the road was never really operative, but this is just hear-say. That would be all.

Gurley: Unless there were people living up on that back road, people the people who had places up there, they might have had a road up to their places or farms.

Kibbe: That could be.

Newport: Well, I mean, as a continuous road up the river from The Dalles to Portland. That's what I mean. I don't think there was any road from Wyeth to Hood River that was operative at that time because I know that when my father or mother went there they would stop the railroad train and get on and go. They had arrangements with the railroad. There were certain trains that could be stopped.

Kibbe: Well, I'll tell you that this was true because that road from Wyeth to Hood River. I used to take that back road with that pickup and we never used it for anything else because for years, why we'd gone into trucks with hard rubber tires and you couldn't get one of those dmn things over that road and when we had these camps, so we built our own roads as we went. The only reason I went over the back road up there was to get to Hood, but as I remember this was a 1/2 ton pickup.

Newport: But that was two or three years after we were here and some work might have been done on it during that period.

Kibbe: And you could do this work only in the summer when it was dry.

Gurley: Most writers agree that this was a summer road and hardly used.

Newport: Of course, from our camp down there when we were on the river it was easier to get on a railroad (?) than to fight your way back there is there was a road there then.

Gurley: Don't we have some writers who say that there was a ferry around Shellrock, whereby travellers could go around Shellrock Mt. by ferry?

Donaldson: This is quoted by McNeal in his book, *History of Wasco County*, that there was a ferry around Shellrock on the 1863 Joel Palmer road which is so nebulous that one cannot find anything about it.

Newport: I never heard it mentioned.

Donaldson: They would cross the river by ferry from the east side of Shellrock Mt. to the area later known as Collins to the west of Wind Mt., then continue by wagon trail on down to Vancouver, or points west of Wind Mt.

Kibbe: I can see where and why this might have occurred, but I never heard of it.

Newport: Of course, in 1914 and 1915 the river steamboats had regular schedules up here (we are parked in the shadow of Big and Little Mitchell Mtns., with traffic roaring past). They were up and down the river all the time, just on regular assignments. Let's see, there were the Bailey Gatzert and J. N. Teal . . .

Kibbe: The O. and W. had pretty dmn good boats running up here.

Donaldson: Capt. Nelson had the Tahoma, you probably know this craft?

Kibbe: Yes, I do.

Newport: I can remember them sometimes bringing our supplies to camp (Simon) Benson and landing them on the beach for us.

Gurley: That's when the O.W.R.&N., or the railroad, had the monopoly. They bought all the portage roads and the wagon roads, all the steamboats, and all the equipment -- everything -- then they raised the rates to suit themselves.

Kibbe: You imagine that swift water to the west of the Locks down there the time they brought the ocean-going vessel that time.

Newport: The Wheeler?

Kibbe: And when they . . . the captain . . . that was a good captain cause when he got her through the Locks down there and the swift water. He gave her everything she had and I talked to another captain about the trip and he told me that the captain of the Wheeler swore B. G. that they'd never get him in on the Columbia again.

Gurley: I think that they had similar ideas when they brought in the Navy ship a couple of years ago. They did not like the channel at all. They had to go very carefully.

Newport: Wasn't Harvey going to bring his aluminum plant up there to The Dalles by ocean-going vessels? (general assent.)

Donaldson: At one time they had plans to bring in their materials by ocean-going boat to The Dalles and make this an oceanic port, but this never materialized.

Kibbe: Our senior partner, Mr. Daniel Turner(?), he always loved water. He had the big boats that took 70 million (?) tons of rock to the Columbia River Jetties, so the bunch here decided that they were going to try out a barge load of freight up the river. In those days they burned wood in the boats and they had the Sampson on her and she was a big, powerful boat and when they got up here into swift water she pushed the ass end out of the barge and they damn near ran out of wood. So these old boatmen ran, had some real experiences on this river.

Kibbe: Is that tape recorder running now? Jez, some of my conversation is going to sound wonderful in there.

Gurley: Ivan and I will overlook that part. We'll delete that part when we write our history. It always makes a better story, but we may have to leave that part out.

(PART TWO)

Newport: . . . to justify that tho' in this man may have had the franchise right of way from the State or Federal Government to build a road down the Columbia and never complete it, but still if the railroad was going to come through they would have to acquire his interest to gain clear title to their right-of-way. Could that be it?

Kibbe: Getting back in the years, he's (Donaldson) talking bout, I don't know where the H' you'd find it.

Donaldson: I think it is clearly established that Joel Palmer had a trail through the Gorge and that he actually drove cattle and other livestock over the trail and paid toll for passage over the portage right-of-way between Cascade Locks and Bonneville at Tanner Creek. But Frank Gill, in his article *Oregon's First Railway*, mentioned that it was only trail.

Kibbe: I believe he's telling the truth.

Donaldson: I believe this to be true, whereas, a historian in Wasco County, McNeal, maintains that a wheeled vehicle could be taken through the Gorge from The Dalles to Portland in 1863. There is also a very easily found

reference in Harvey Scott's *History of The Oregon Country*, as edited by Leslie Scott about the road from Wind Mt. to Vancouver in 1843, but when I told this to Arch Sams, he said, "Well, maybe a deer could have gone over it." However, it is quite well known that the first pioneers who boated down the river did land on that shore and traversed the Washington shore at least at the portage. Some of these descriptions are exceedingly poignant heartrending, telling of the troubles the pioneers had in getting over that road in November, 1846.

(Note: *The tape distinctly heard the narrator say Oregon Shore twice, but the travail in transit was suffered by the Geer party and it is now believed that this passage was made on the Washington shore; hence, the words "Oregon shore" twice have been written "Washington shore" in transcription from the tape.*)

Kibbe: I know Leslie Scott well. I think he has a good imagination.

Donaldson: He is the one who edited his father's writings and placed them in the 5 or 6 volume form as a *History of The Oregon Country*, and it is difficult to locate the pertinent road information because it is scattered through all these books, but you can find references to Joel Palmer building various roads, including the one to Similkameen up in the Okanogan country, and, of course, Samuel Lancaster's description with lucidity how Joel Palmer scouted the Barlow Trail across the mountains, south of Mt. Hood, and, as I said awhile ago, I think it should be called the Palmer road instead of the Barlow road. (Note: this statement is tempered and diminished by an article pertaining to Samuel Barlow which appeared in the historical edition of the Enterprise Courier newspaper -- must check in history box -- of Oregon City.) Date?

Kibbe: Well, after you telling about the Palmer sounds more like the truth than anything I've heard.

Gurley: Didn't Barlow go to the state and get permission to charge tolls over that road?

Donaldson: You are correct.

Kibbe: I think that's how it got the name.

Gurley: Barlow had toll stations, but I agree with Ivan. From what I've heard Joel Palmer was a persistent promoter of roads and a road builder here in the Northwest in the 1860's. He must have been quite an individual. He became an Indian Agent (am I confused with Victor Trevitt?), when the beginning of the Indian Service was set up. He must have been a real

rugged individual.

Kibb: Is that tape machine still running? Yes. I've got a good story for you . . .

Gurley: We can stop the tape if you do not want it recorded.

Kibbe: You were talking about Harvey Scott -- (I've got the tape turned off.)

Donaldson: Discussing names of crew men on Kibbe's work staff.

Kibbe: Jim Attanshu.

Donaldson: He was Italian?

Kibbe: Yes.

Newport: Casciatto also wasn't there.

Kibbe: That was Nick. He built it for us from the Multnomah County line in the Cascades in one of those horse carts. What do you want to know about big ? Jim?

Donaldson: Well, were these in charge of your Italian laborers?

Kibbe: Oh, yes. Jim was a station man at one time, but he was a foreman for me, too, and they ran the excavation crews from the Multnomah County line to Hood River, 'til, I guess, 'til they were finished. They were good people. Jim had two daughters. They were big gals, nice gals, and he always wanted us to come over on Christmas, so we did that to keep in good graces and I had my wife with me, and Jim said, "Come look at the hope chest." So he got the girl to open the hope chest and she had beautiful lace, and he said: "Make da lace maka da hopa chest and marry a boom (bum)." They were great people.

Gurley: Maybe you answered this before but for the tape: How were your supplies shipped in here to your camps?

Kibbe: By railroad.

Donaldson: Addressing Marshall Newport. You brought in some by boat and you landed some of them down here at the place you call Benson Beach?

Newport: Yes. I think that most of the supplies came in by rail. Yes, the steamboats were used.

Kibbe: We had great cooperation from the railroad. They would flag stop for us any place. The only time I had hell was during the War to keep from shooting the wires down by blasting. The Gd wires were hot during World War I.

Donaldson: The telegraph wires carrying messages?

Kibbe: B. G. I came into camp one day at 4 p.m. and I had orders not to set off any shots during the afternoon. We had a bunch of Swedes working down below the camp and they were all through. Fred, the head guy, and I don't know what the H he did it for he had no reason to do it, but there was a damn stump there that didn't suit him so he shot it, and it went just like a bullet about that tank(?) and hit. It was a hot day, Jeez, it was over a hundred, and hit the rail about 18 inches back of the joint and cocked her like that. I heard the shot and I looked down there and saw Fred waving his arms, and Jees, I knew there was something wrong about the railroad track, so I got on the phone and got ahold of Cascade Locks and I told them, "Jees, we're in trouble out here. We've got a rail a train can't go over. Is there any train coming?" "It's a hell of time," he says, there's seven trains and I've just sent the first one out." I said, "Put the section gang ahead of 'em." So, the section gang came out and I'll never forget the leader. He was a Swede. They had a big rail on white posts along the side. You'd think on that kind of a day you'd have to saw 'em, but God, I prayed that we didn't have to saw it. He came out and he jumped off the flat car and he looked at that thing and took a spike hammer and knocked the nuts off those big bolts just like lightning took off (?) plates off and the G.D. rail slipped in. We held them seven minutes.

Donaldson: I've often wondered why it was that these people -- these very early road builders -- attempted to build so high up above the river, as above Summit Creek where we were awhile ago. There and try to go down across the near-vertical east face of Shellrock Mountain until today. You explained about the barrier imposed by Benson Point, slightly to the east of Shellrock Mt., and how the railroad and you had to make there at Benson Point. This has to be the answer to why John Marden of The Dalles-Sandy Road building crews went so high. They could not go out into the river around Benson Point.

(Newport and Kibbe speaking at once.)

Kibbe: There is another answer to it. When you go on top of those slides, why you are away from the slide and the distance to build road is shorter. If they had tried to cut around the bottom with the road they'd have been covered up all the time.

(Writer wonders whether this occurred, because the wagon road angled down from the east diagonally across the talus and reached the bottom some place near the western extremity of the talus slope on the west.)

Newport: And then they would have had a steep climb back up to get up over Benson Point. *(In this case Mr. Newport is thinking of travelling from west to east.)*

Kibbe: I understand that's right. It's right (?) and I've always figured the (?). I've walked up all over that place there. It's funny, I never saw those exploration tunnels that slide which is not in bad shape today. I know they went over the top. They couldn't go any other place.

Donaldson: Yes, that road is in perfect condition in places, except where the trees have grown up in the middle. There are trees 10 inches in diameter growing in the middle of the road right now. I wanted to get a core sampling borer to determine the age of the trees but I've not yet done that, but with the trees removed you could take a wagon and 8-horse team across Shellrock right now, for a limited distance.

Kibbe: They had ? ? only that big, but, Jeess, those trees. I was here 1917-1922 - - call it '20 -- twenty from 67 of 47 years. Those GDMn trees are a damn sight older than 10 years. You're supposed to have a ring a year, you know, so it must be awful slow growth during the dry summertime. Poor site for trees, no nourishment in the talus.

Gurley: The moss is two to three inches thick on top of the rocks on the old Dalles-Sandy wagon road you saw across the talus of Shellrock. Just like walking on a carpet.

Newport: Did many slides remove the road?

Gurley: Just the ones you saw at the west end. The bad area is at the west side of the slide, where undercut by the Benson road, the Newport road and later the Kern-Kibbe widening of the Newport road across the bottom or toe of Shellrock Mt. But, when you get this side of the slide area, the road is in good shape clear around the point to where we saw the ladder against the rock face.

Kibbe: I wonder if there's still ice in that mountain?

Gurley: From what most of the geologists say, I think there is.

Kibbe: When I was here in 1917 up to 1920, while I was here, this this stuff

was not like a glacier. It was like what you might call a melting ice and that's where you got your slides. In the summer she'd get warm and melt, bring down gravel all the time. We built high walls to catch it, but I guess they all filled up and I guess they had to take them out.

Donaldson: You started your road on the east end of Ruckel Slide at the Multnomah County boundary. This, I suspect, was after the railroad bored the first drainage tunnels back into the mountain and stabilized the slide to some extent, but did you have any trouble with slides in the section of road between Cascade Locks and Ruckel Creek?

Kibbe: No, we never did. The only thing we did that might . . . I tell you we dmn near lost the forms for the bridge. But we never had any trouble with slides. But I understand Bobbler was in here not too long ago and I think he was west of there. *(If true, this would be where the highway crews bored into the mountain due south of Bonneville dam and where one can see drain pipes now.)* And she was wet the devil. Did you hear about that?

Newport: Do you mean Ruckel Creek and Ruckel Slide area?

Kibbe: You're talking about Wyeth now, aren't you?

Gurley: No. Rucked slide is just to the east of the Multnomah County line.

Newport: The Rucked Slide is in Hood River County.

Gurley: Yes.

Newport: I know Bobbler had trouble there.

Kibbe: The other side of Cascade Locks?

Gurley: Yes. The other side of Cascade Locks and east of Eagle Creek. Rucked Creek is just this side of Eagle Creek. The Rucked Slide area exists between Cascade Locks and Deadman Creek, or Rucked Creek. This is the slide area. That's where the railroad had to tunnel back a quarter of a mile.

Kibbe: They put drainage tunnels in there?

Gurley: Yes.

Kibbe: No, we never. Nick built this with horses and carts and . . . used sand paper, looked like a million.

Donaldson: Nick who?

Kibbe: Nick Cacciato, station man. No we never had any trouble with slides any place except Dallas.

Newport: They had trouble with that slide right there west of Herman Creek on this -- several years ago; Bobbler did. A lot of water right in there. They had trouble east of there, too, didn't they?

Gurley: Just east of the Ranger Station, but the trouble is ? ? You know, they've had trouble right in the there, successively . . .

Newport: Every time they tried to take it down, why ? it was again . . .

Gurley: And the railroad had moved out there, too. They had watchmen there continually for two or three years. It was sliding out a little bit and they put in drainage and they spent, I don't know how many thousands of dollars putting horizontal drainage out of that hillside which is full of water.

And they had trouble east of Herman Creek Ranger Station and they've had trouble up this side of Wyeth -- that little place we saw there where it's sliding off.

Newport: Lots of those talus slopes were stabilized, then when you cut into the end of them then you take away the bulwark and they start sliding again.t

Gurley: I was wondering when they were working on the highway down here they took a lot of material off that sliding slope where it had been sliding so bad and right in there. When I came over here a fellow took back there and there were little openings in the rock and you could feel the cold air rushing out of there just as if it was off of ice. Kinda like little blow holes.

Newport: Ice is supposed to be in there, isn't it Glen?

Gurley: And that's where they found it, according to drillings.

Donaldson: Gentlemen, I've just about runout of questions, so . . .

Gurley: Well, that's they way with me. We'll think of a lot more tomorrow.

Kibbe: Drop us a line and we'll answer.

Newport: Please write out your address for me.

Gurley: This is the end of the interview with Mr. Glen Kibbe and Mr. Marshall Newport, this 10th day of June, 1967. Wayne Gurley and Ivan Donaldson were the ones asking questions. These men have both worked on the construction of the 1915 Columbia River Highway. We are at Mitchell Point and the background noise from traffic on the freeway going by us here. We are sitting in the car and conducting this interview after he had made several trips over the area and we're just about wound up now and we are going back to Bonneville where we left our vehicles.

THIRD TAPE -- June 10, 1967:

Donaldson: Mrs. Ruth Guppy, historical writer here in Hood River, is conversant with the material in the book, *History of the Hood River Valley*, which was the Stillwell party, in 1844, but the book apparently does not say whether the part came by wagon, pack train, on saddle horses or on foot.

Newport: They wouldn't have too much trouble getting a wagon road through back there, but they might have had trouble getting them back down again between The Dalles and Hood River and the river.

Kibbe: It wouldn't be too easy, though. That's pretty steep up out of Mosier.

Newport: This period from 1910 or 1912 to now has seen a great transition in the construction industry from team and hard labor methods to power. You see, all construction up to that time was done by hand labor and teams of horses through the ages. That's when power began to take over. Power started to come into the construction picture and into other industries. The track laying tractor and the power shovels and revolving shovels(?) are quite recent and and rubber-tired equipment came in just the last few years.

Kibbe: We're sure movin'. You take the shovels you don't want to buy any 2.5 and 3-yard shovels now because the 6 and 8-yard front end loaders are knocking them out of business, except with rocks and they're trying to use them in rocks, but I don't know whether this is going to work or not.

Newport: A great transition is taking place in construction equipment right now. Rubber-tired front end loaders are taking over almost all the work that hasn't got a (rock) problem.

Kibbe: And another thing, Marshall, and they're clever. is that International -- you can drive about town and see these International ditch diggers with

a bucket about 10-14 inches wide digging ditches. They can dig the best trench you ever saw for drain tile.

Newport: The extremely high labor pay here is what is doing that where common laborers get \$3.50 to \$4.00 per hour and who do not want to do common labor work. But you take Thailand, for instance, where we paid our common labor 12.5 cents per hour. You have _____ out digging ditches paying our tractor operators and our skilled labor over there 40 cents per hour and they were running this big rubber-tired equipment and front end loaders.

Donaldson: You mean you trained the Thialanders to run this equipment over there?

Newport: They had been trained. There has been work in this area for the past few years and they were well trained. We found good welders and mechanics.

Kibbe: We're going to have a hell of a time in Japan.

Newport: I've been to Australia and New Zealand for the last year and there are Japanese in all the areas. Utah Construction Co. is shipping iron ore out to Australia and Japan. On long range contracts, and they are buying ocean-going carriers in Japan. Right now!

Gurley: Look at the tremendous business they are in right now buying logs from the U. S. at this time.

Newport: Utah Construction Co. is building a \$6,000,000 conveyor system for an iron mine they have in South America, Peru, and they're using Japanese equipment on the Barcona and Marcona Mine. Japanese equipment is of good quality.

Gurley: Japanese electronics is very good.

Kibbe: The Japanese are copiers. The Germans were building boats for Japan so the Japanese copied the blue prints and the Germans sent another set of plans, then the Japanese built the boat to these plans and the dmn boat tipped over.

Newport: I think the Japanese got a terrific stimulus when the Jews from Germany went to Japan. A great many Jewish people left Germany with their know-how and their money and with cheap Japanese labor it made a rough combination.

Newport: My wife said that _____ (presumably) Japan is booming like mad.

Kibbe: You know it's hard to believe when you take doctors and educated men in Germany and they burned the babies . . .

Donaldson: By the time that you had come to Shellrock Mt., Mr. Newport, the railroad trestle had been moved from the trestle around Shellrock up onto the talus?

Newport: Well, I will say that I have no memory of any trestle in the water out round Shellrock Mt.

Kibbe: As I understand it, when they had that jam there on the trestle, why they filled it with rock.

Donaldson: I wonder when they had this accident? Could this have been in 1894?

Kibbe: I never heard, but it could have been in 1894.

Newport: As I remember, we used to walk on the railroad track around Shellrock before the highway was done. We would walk on the railroad track, and as I remember it, it was just an ordinary railroad.

Kibbe: Trestle?

Newport: No, it was on a grade on the talus rock.

Kibbe: Then this shows that the fill was placed here before you came to the area.

Newport: I would think so.

Kibbe: I don't see why not, because they had all the talus in the world with which to make a fill.

Donaldson: I have tried several times to obtain information from Union Pacific, and I did get one very courteous letter from a gentleman by the name of Mr. Graydon, but I heard the other day that he had died. He gave me a very courteous letter full of information, especially about the relationship of the U. P. ownership and of the Portage railroad on the North side of the river at the Cascades, and when certain sales were completed and when they sold out to the Warren Packing Co. It is difficult. More recently, they give you the brush-off. They just don't want to bother with you.

Kibbe: Well, you take the old timers in the U.P. damn near all of them are gone. J. P. O'Brian and those two brothers. It's all run out of Omaha. Yes,

Murrey is gone, and I'll bet those damn hillbillies don't know what it's all about. I mean the old (historical) stuff.

Newport: When the railroad was first put through it was done anyway to get it through and get it started earning revenue, and after that as they started earning revenue the process of making it (the road) better.

Kibbe: Well, when they built the _____ who was it that built the Portland Hotel? Villard. Well, by G, they didn't have much money. They were lucky to get the railroad through. At that time they didn't call it the O.W.R.&N. at that time, did they?

Donaldson: It went through a number of names, including the Oregon Short Line.

Gurley: The Oregon Steam Navigation Co.

Kibbe: I think that was what they called it at first. I know my dad and Mr. Ostrander built the damn depots on the O.W.R.&N. so called. I was born in 1887 and was 1 year old when they went back to the Middle West and they were in Union six years.

Gurley: I found an old O.W.R.&N. over at the Shaniko Museum awhile back.

Kibbe: They built those depots from 1882 to 1886.

Newport: A railroad and a pipe line is not worth 10 cents until it is laid between two points where there is some revenue in traffic. That was the essence then, to get the rails through and start getting trains across it and started moving passengers and freight. Soon as they got some money to spend they started making the line better.

Donaldson: There were trains at Bonneville as early as 1880, travel date, but the Transcontinental lash up was not made until 1883.

Newport: Was that the Transcontinental train came through here in 1883? The road between The Dalles and Bonneville . . . did it go through to Portland?

Donaldson: Well, let's see. Nov. 20 the first train came from Portland to Bonneville in 1880, I believe (*this needs to be checked*).

Newport: Did it go on through to Omaha?

(end of tape)