

## Review By State HiWay Commission

Forty years ago last January the 1913 legislature told Oswald West, Ben Olcott and Tom Kay, acting as a state highway commission, to hire a state highway engineer, map out and start building a state highway system. It financed the job with a 1/4 mill state road tax totaling \$248,570.60. In November 1914 the state highway engineer, Major Henry L. Bowlby, reported to his commission that "there are more than 37,000 miles of road in Oregon" and he added "It will be many years before more than 10 per cent of these have been hard surfaced."

That started the ball rolling and in 1917 the legislature set up the present appointive commission system, framed the first \$6 million bond issue act (which was ratified by the people with an affirmative majority of 13,513); adopted the original basic state highway map and the long uphill building job really got under way. In 1919 the gasoline tax law was enacted and when its revenues

commenced to flow into the highway treasury it was not very long until the 1/4 mill state highway tax law was repealed and the entire highway construction load put on the gasoline tax, motor vehicle license fees and a few miscellaneous sources of income. So, generally speaking the entire present system of primary and secondary state highways plus a very material share of county roads and city streets have been paid for out of these revenue sources, aided by federal aid and forest highway allotments. In fact, all during the heavy construction period, the gasoline tax, the motor vehicle license fees and accessory revenues paid in by Oregon road-users, both to state and federal depositories, have built Oregon's highways and repaid Oregon's highway bonds.

So, according to the record as of June 30, 1952, Oregon has 1,797 miles of primary and 2,530 miles of secondary state highways; 12,523 miles of roads and trails in national forests and 30,950 miles of county roads. From 1917 to June 30, 1952, inclusive the highway commission has expended \$451,000,000 in round figures of state funds, the federal government \$104 million; the counties nearly \$17 million together with upward of \$2 million from miscellaneous revenue funds, a grand total of approximately \$574 million on the roads and highways of the state. Since the middle of 1951 the Commission has been engaged in spending the \$40 million of bond money granted by the 1951 legislature plus available current highway and federal aid revenue in the reconstruction to modern standards of the outmoded sections of the main truck lines of the system. In August it will pick up the chore of marketing \$32 million more of bonds to continue the reconstruction task. July 14, it started on the second inspection trip of the year to view at first hand, during five days of steady travel through Eastern, South-eastern and Central Oregon, the projects completed and those under way, and to map out the projects which lie ahead.

New viewpoints have been established in Central Oregon for viewing the deep Crooked River canyon, along the new road to Round Butte, part of the Cove State Park development.

## Smith River

By ETHEL GOODLIN

Del Norte Pomona Grangers were guests of Klamath Valley Grange for the regular monthly meeting of Pomona on July 19, held at 12 o'clock at the Grange hall with Master Leo Kloske presiding. Following a short business meeting the grangers of Pomona and subordinate grange motored to Prairie Creek State park among the beautiful redwoods where an enjoyable picnic was held with a potluck lunch served at noon on the long tables under the shade trees.

The afternoon was spent visiting, horse shoe pitching and other games enjoyed by all.

The Red Cross swim classes of Crescent City and Smith River area started Monday, July 20 to July 31 and are being held o-

Smith river at Jedediah Smith State park near Hiouchi bridge. Classes are open to any children of school age also classes for junior, senior and advanced swimmers. The Smith River school bus will provide transportation for all children from Smith River and Crescent City.

Mrs. Emma Cooper is enjoying a week's vacation at Medford as guest of her niece and husband, Mr. and Mrs. Ed Albern.

Mrs. Palmer Westbrook, with her four children and three nieces and nephew, children of Henry E. Westbrook, are enjoying camping out on the Winchuck river at Pat Morrison's home.

Smith River was rather deserted Sunday when many families and their friends motored to Brookings to see the Lily Parade. They report the parade very beautiful.

Read the class ads. They pay!

## Brookings Harbor Pilot 5

THURSDAY, JULY 23, 1953

The Prineville, Oregon Chamber of Commerce has set aside a free thunder egg hunting grounds at Wildcat mountain where rock-hounds are permitted to dig for the agate-centered stones.

Read the class ads. They pay!

## Kay Sandstrom Beauty Salon

HARBOR

Will Be Closed  
from July 17 to Aug. 1st  
FOR VACATION



Practical, Beautiful, Full Vision  
Tempered Glass Fireplace Fronts

- More Heat
- Cuts Fuel Costs
- No Smoke
- No Sparks

### New Thermo-Rite

Glass Fireplace Front

A life time of Service and Beauty

—See—

IVAN O. SHEPHERD  
S.E. End of Del Norte Lane

YOUR LUCKY

# Treasure Chest



## KEY

IS ON ITS WAY

# Dalys

CRESCENT CITY

# TINY-but important beyond words!



Repeat after me:  
**I WILL BE CAREFUL!**

SMOKEY

Each year thousands of insignificant-looking fires—low, slow-burning ones—creep through the grass or brush-covered floors of our forests and woods. They don't often kill the big trees. They seem to do little or no damage.

There's just one catch.

Down in that grass and brush are tiny trees—the future woods and forests of America—the timber that your children will urgently

need in the years to come. Fire kills these small trees.

Yes, it is mighty important that we prevent those "insignificant" fires. For they are forest fires, too... just as destructive, just as costly.

For America, for your children, please be careful—extra careful—with matches, smokes, campfires. Think of those tiny trees... hidden in the grass.

## Remember—only you can PREVENT FOREST FIRES!

Like other American business firms, we believe that business has a responsibility to contribute to the public welfare. This advertisement is therefore sponsored in cooperation with the Advertising Council and U. S. and State Forest Services by:

SPONSORED BY

# Brookings Red-E-Mix Concrete Co.