

STOP! LOOK!! LISTEN!!!

Read How Your Money Is Spent!

Furnished by the City Auditor From the Official Records on Application of Dr. George Parrish in Accordance With the City Charter

See the Difference Between 1912 and 1914

The comparison of 1912 and 1914 is made, as during the year 1913 one-half of the year was under the old and one-half under the new administration.

Owing to the adoption of the commission form of government a number of changes have been made in the Department of Public Works, and in the manner of making appropriations, making a comparison difficult.

The expenditures for 1914 are estimates and include permanent works and special appropriations which are not all properly expenses of the Department of Public Works.

The following amounts have been paid into the city treasury and should be deducted:

Salaries, Engineering Department	\$202,967.91
Salaries, Street Repair Fund	76,346.98
1912	
Supplies, material, etc., Engineer's Department	\$279,314.89
Stationery, etc. (stationery and blanks account)	4,866.93
Car tickets (carfare account)	4,837.84
Supplies, material, etc. (street repair fund)	39,628.78
Patching streets	2,181.68
Street maintenance (hard surface)	19,128.67
\$352,685.73	

PAY ROLLS, June, 1913.	
Building Inspector's Department	\$ 2,411.46
Engineer's Department	13,927.83
Plumbing Inspector's Department	875.00
Engineer's Department, Inspectors	7,276.25
Appraisers Street Extensions	425.00
Inspector Glazed Cement Pipe	125.00
Street Repair Fund	6,759.50
\$ 28,920.24	

Total cost of all street improvements 1912 (108.6 miles) \$3,073,421.00

Total cost of all street improvements 1914, estimated (no mileage available) 1,430,000.00

Decrease street improvements, less than in 1912. \$1,543,421.00

Construction of round corners	\$ 723.25
Removal of earth	272.43
Checking slide, St. Francis Hill	1,000.00
Repairs, Broadway Bridge	3,000.00
Changing grade Oregon Electric Co.	1,012.56
Repairs to sewers and catchbasins	160.19
Rolling pavement	18.00
Surfacing roadway	35.30
Cement tests	8.00
Blue prints	6,896.06
Filling and draining lots	154.50
Removing track	33.32
Total	\$11,736.21

The special appropriations also include repairs to the Union Avenue Bridge, \$11,193; Grand Avenue Bridge, \$12,000, and Front Street Bridge, \$10,000. On the former two of these bridges the railway company will be assessed their proportion. In 1912 there were no special surveys made.

1914.	
Estimated amounts of expenditure Department of Public Works, exclusive of Bureau of Buildings, etc.—	
Salaries	\$278,627.03
Supplies	12,275.00
Material	24,973.00
Equipment	6,549.00
Repairs	8,247.00
Power, etc.	35.00
Transportation and communication	10,537.00
Contingencies	1,869.00
Fixed Charges	590.00
Maintenance (hard surface streets)	17,328.42
Permanent works (includes salaries)	35,155.00
Special appropriations (include some salaries)	57,707.90
\$452,824.35	
Increased cost of 1914 over 1912	\$100,138.62

PAY ROLLS, June, 1914.	
Engineer's Office	\$ 550.00
Commissioner's Office	887.64
Main Office	2,091.23
Bureau of Buildings	2,933.67
Bureau of Surveys	5,344.50
Bureau of Standards	641.50
Bureau of Sewers	4,524.20
Bureau of Highways and Bridges	9,983.31
Repairs to Bridges	269.84
Public Markets	57.02
Cutting Weeds	1,101.84
Elimination of Grade Crossings	895.00
\$ 28,134.87	

Total cost of sewers 1912 (no mileage available) \$566,073.00

Total cost of sewers 1914 (estimated) 500,000.00

Decrease in sewers less than in 1912 \$ 66,073.00

But stop, look—listen to the increased cost to the taxpayers for a great deal less work.

A comparison of the payrolls of the various branches of the City Engineering Service, not including the Bureau of Building Inspection, for month of June, 1912, the month prior to the present administration, and the month of June, 1914, is given below. The latter month also does not include the cost of the weed-cutting campaign, which will be returned by assessments against property and is not properly chargeable to the Department of Public Works. The number of employees in June, 1912, was 275, while those in June, 1914, were 259, or 52 less. Yet the payroll for the former month was \$38,920, while for the latter was \$25,134, or \$13,886 less. It will be noted that in June, 1912, there were few engineers and a comparatively small field force, while the field force was large. In June, 1914, the figures are just the reverse. There was a large engineer-

ing and office force and a comparatively small field force. This is due to the fact that the present administration has created many divisions and subdivisions in the service, each presided over by bureau chiefs and division heads drawing big salaries. In 1912, when formerly there were few generals and many privates, there are now many generals and few privates, and endless red tape.

It is pertinent to say that there was nowhere near the amount of public improvement work in progress in June, 1914, as there was in June, 1912, and careful investigation leads to the belief that the present engineering bureaus are topheavy with expensive employes, the services of many of whom could be dispensed with, thus saving the taxpayers thousands of dollars at this time when there is need of economy.

SUMMARY OF EMPLOYEES IN ENGINEERING OFFICES, June, 1912.

1 City Engineer	\$200.00
1 Principal Assistant	150.00
1 Office Engineer	150.00
2 District Engineers, each	150.00
1 Engineer of Sewers	150.00
1 Engineer of Monuments	150.00
1 Chauffeur	100.00
1 Chief Clerk	150.00
4 Chief Clerks, each	110.00
1 Filing Clerk	125.00
2 Clerks	100.00
1 Stenographer	100.00
1 Stenographer	75.00
1 Chief Computer, Street Department	150.00
1 Chief Computer, Sewer Department	125.00
1 Assistant Computer, Street Department	100.00
5 Computers, each	95.00
6 Draughtsmen, each	100.00
1 Draughtsman	100.00
1 Structural and Bridge Draughtsman	150.00
1 Chemist	125.00
1 Cement Tester	125.00
1 Inspector of Materials	125.00
1 Right of Way Agent	85.00
1 City Hall Carpenter	87.50
1 Blue Print Operator	125.00
7 Transit Men, each	125.00
11 Levelmen, each	110.00
27 Chainmen, each	85.00
1 Appraiser of Values	150.00
2 Clerks, each	100.00
3 District Inspectors	125.00
3 Inspectors Trunk Sewers, Class "A," each	125.00
6 Inspectors Sewer Class "B," per day	85.00
16 Street and Pipe Inspectors, Class "A," each	85.00
65 Street and Pipe Inspectors, Class "B," per day	3.00
2 Clerks, each	85.00
1 Sewer Maintenance Inspector	125.00
3 Foremen sewer repair crew	45.00
4 Foremen Laborers, per hour	.80
1 Bridge Carpenter Foreman, per day	4.50
6 Bridge Carpenters, per day	3.50
1 Head Inspector, permit work, per month	125.00
1 Assistant Inspectors, permit work, per month	85.00
3 Foremen sewer repair crew	90.00
20 Laborers Sewer Repairs, per day	3.00
1 Inspector Trenches, per month	100.00
1 Assistant Inspector Trenches, per day	3.00
1 Cement Finisher, per day	5.00
6 Laborers Sidewalk Crew, per day	3.00
24 Laborers Street Repairs, per day	3.00

SUMMARY OF EMPLOYEES IN ENGINEERING OFFICES, June, 1914.

1 Commissioner	\$416.86
1 City Engineer	350.00
1 Principal Assistant	290.00
1 Chief Bureau of Highways and Bridges	290.00
3 Assistant Engineers Highways and Bridges, each	150.00
1 Assistant Engineer	150.00
1 Chief Bureau Standards	150.00
1 Chief Bureau Sewers	200.00
1 Civil Engineer	125.00
1 Municipal Engineer	140.00
1 Assistant Engineer Bureau Surveys	115.00
1 Municipal Engineer	125.00
1 Secretary to Commissioner	125.00
1 Stenographer	95.00
1 Stenographer	90.00
1 Messenger	35.00
1 Chauffeur	100.00
4 Senior Draughtsmen, Bureau of Highways and Bridges	105.00
1 Head Draughtsman, Surveys	150.00
2 Junior Draughtsmen, each	105.00
1 Chief Computer	\$125.00
3 Computers, each	100.00
1 Computer	90.00
2 Computers, each	150.00
1 Chief Clerk	150.00
1 Chief Computer	\$70.00 to 125.00
13 Instrument Men	110.00
7 Instrument Men	125.00
34 Chainmen	89.00
1 Chief Sewer Inspector	125.00
1 Chief Inspectors	125.00
3 Sewer Inspectors	100.00
35 Junior Inspectors	\$75.00 to 90.00
5 Inspectors Bureau of Standards	125.00
1 Inspector Sidewalks	125.00
8 Junior Inspectors	\$75.00 to 90.00
1 Inspector Bureau of Standards	110.00
2 Superintendents Street Repairs	115.00
1 Junior Inspector Street Repairs	85.00
1 Foreman Street Repairs	130.00
4 Foremen Street Repairs	92.75
1 Foreman Bureau of Standards	3.50
1 Foreman Bridge Carpenters, per day	4.50
7 Bridge Carpenters, per day	3.50
3 Traction Engineers	105.00
1 Chauffeur	75.00
1 Inspector, per day	5.00
1 Paver, per day	3.50
1 Cement Finisher, per day	5.00
1 Cement Finisher, per day	3.00
1 Blueprinter	100.00
1 Physical Laboratory Inspector	125.00
1 Asphalt Plant Inspector	85.00
23 Laborers Street Repair	3.25
19 Laborers Sewer	



George Parrish

To Succeed Robert G. Dieck for Commissioner

MY PLATFORM

If I am elected I will during my term of office advocate civil service; fewer laws and strict enforcement; lower taxes; the same economic handling of public money as I would give mine; the office will always be open to the public at all times, regardless of politics, religion, or station in life; will oppose the issue of any more public bonds at this time.

EFFICIENCY SERVICE ALWAYS WELCOME COURTESY

As the recall has been filed, and being a taxpayer, and not being able to receive justice, and being unable to interview the present administration in matters of public business, I have allowed my friends to use my name as a candidate against Mr. Dieck.

Mr. Taxpayer Stop! Look!! Listen!!!

Expenditures Engineering Department 1912	\$352,685.73	
Expenditures Engineering Department 1914	407,897.14	
Increased expense	\$ 55,211.41	
Total cost of improvements 1912	\$3,639,494	
Total cost of improvements 1914	1,940,000	
Decrease in improvements	\$1,699,494	
Pay roll 1912	\$352,685.73—Improvements	\$3,639,494
Pay roll 1914	407,897.14—Improvements	1,930,000
It cost \$55,211.41 more to do \$1,930,000 worth of work, which is \$1,609,494 less than in 1912. In other words, it cost the taxpayers \$55,211.41 to do \$1,609,494 less work in 1914.		
Should not these figures be sufficient to convince every voter that there should be a change in the administration of the Department of Public Works?		
OFFICE ENGINEERS.		
Promotions and new appointees—		
Formerly 4 men getting \$7,800.00 per year.		
Now 9 men getting \$23,720.00 per year.		

RECORD OFFICE.	
Formerly.....1	Now.....4
This due to a more complicated system, involving more red tape.	
MAIN OFFICE.	
Formerly.....3	Now.....7
Due to more complicated system.	
DRAFTING OFFICE.	
Formerly.....5	Now.....11
Due to making necessary maps and charts. The charts show supposed advantages of commission form of government and are for political purposes; traffic and other questionable surveys not necessary and not consistent with a policy to keep down taxes.	

Stop! Look!! Listen!!!

When Will This Increase Stop?

For the Year 1910:	
Total Street-Improvement Work	\$4,816,132.00
Total Sewers Constructed	907,718.00
Cost of Engineering Department	5,723,850.00
	189,555.89 Per Cent 3.1
For the Year 1911:	
Total Street-Improvement Work	\$7,021,361.00
Total Sewers Constructed	556,291.00
Cost of Engineering Department	7,577,652.00
	180,208.59 Per Cent 2.3
For the Year 1912:	
Total Street-Improvement Work	\$4,572,801.00
Total Sewers Constructed	489,173.00
Cost of Engineering Department	5,061,974.00
	207,834.00 Per Cent 4.1
For the Year 1913:	
Total Street-Improvement Work	\$2,561,415.00
Total Sewers Constructed	1,003,978.00
Cost of Engineering Department	3,565,393.00
	219,057.17 Per Cent 6.1
To September 1, 1914:	
Total Street-Improvement Work	\$ 895,000.00
Total Sewers Constructed	382,000.00
Cost of Public Works Department to Sept. 1st	1,277,000.00
	200,000.00 Per Cent 16.

VOTE FOR

22 x Yes For Recall of Commissioner of Public Works

VOTE FOR

No. 17 Geo. Parrish	First Choice	Second Choice
	X	

George Parrish—The Man You Need

He is a man who has made a success of his own private business and is a large taxpayer. Every railroad, corporation and large business concern always selects a man of executive ability, and he surrounds himself with men of ability who look after the different departments.

It is not necessary that a Commissioner of Public Works should be a Civil Engineer. He should be a man of executive ability and good sound business judgment. He should have a

city engineer able to handle the biggest engineering projects. He should have men at the head of each department peculiarly fitted for the positions they hold. The commissioner should be the executive head of his department only, administering its affairs as he would manage his own private business, and seeing that his subordinates perform all technical work properly.

If a commissioner does this, he will have performed his duty and performed it well. That's what George Parrish says he will do if elected.

Dr. Geo. Parrish's Statements of the Last 10 Days Have Saved the Taxpayers Thousands of Dollars. Stop, Look and Listen How the Commissioners Are Cutting the Budget of 1915 in the Department of Public Works

(Paid Advertisement by Geo. P. Henry, 463 Prescott St.)