COUNTY ROAD BUDGET TO PERMIT PAVEMENT PROGRAM TO GO ON

What Is to Be Done With County Roads Within City Limits Creates Question.

PARK FACILITIES

Additional Use of Columbia River Highway Would Be Had by Developing More Pionic Places.

In making up the county road budget for next year the board of county | commissioners will keep in view the continuation of the hard surfacing program begun two years ago.

A definite sum will be set aside

for paving. Among the roads to be considered is the Eighty-second street road to Clackamas county, the Columbia slough road and the Base Line ex-A question to be determined is the

treatment to be accorded county roads within the city limits. At present there is a gap between the paved street of the city and the paved road of the county on a number of main roads, such as the Linnton road, White House road, Canyon road, Base Line road Powell valley road and Foster

When the county bond issue was ordered two years ago the parts of these roads within the city boundary included for the reason it was felt that the improvement should be made by the city instead of the

A different phase to the question has been created by an act of the last which makes all incorporated cities and towns separate road districts. Under this law Portland is now road district No. 1. Another feature of the law is that 70 per cent of the money raised by taxa-tion in a road district must be spent within that district. If the law is literally observed the commissioners will now have funds available for paving these roads inside the city

A practical difficulty, however, is that along these roads street grades have not been established. Should the county paye them the work would probably be done on the present roaded which is not on the city grade. In the course of a few years the city might decide to improve the streets. This would involve the tearing up of #

the pavement at a consequent loss. Highway Parking Pacilities Provision will probably be made ************ in next year's county road budget for | enlarged parking facilities and campthe want of room for picnic parties \$40,000. or \$50,000. and campers the highway as a place of healthful resort is not utilized as it could be and those who contributed

be better facilities in the way of rest stations and parks. The United States forest service has should be acquired by the public be- of automobiles. fore they are bought up by private

individuals for summer homes and for speculation purposes. With an appropriation of \$50,000 or \$60,000 Roadmaster Yeon estimates that several locations can be obtained and improved which will provide a

and on it stands the choicest body of the county may take over from the to hand his name down to posterity as and has so expressed himself. public spirited citizen would purchase it and dedicate it to the public the at least, if not give it outright. When writing to or calling on advertisers,

Song of Pacific Northwest Sounds In the Southland

Under the heading, "Hark to song of Pacific Northwest," there appears in a recent issue of the San Francisco Call the "There are some things about

which one cannot argue, "And Herbert Cuthbert, executive secretary of the Pacific Northwest Tourist association, representing Oregon, Washington and British Columbia, said one of those things to a Call

representative today. 'Our people come to California by the thousand every winter,' he said. 'and spend thousands and thousands of dollars with you. Can't we rea-sonably and rightfully expect that you will come to us in summer and give us back some

of the money? "Of course we can and we should, and undoubtedly we shall after Cuthbert has accomplished his program here in

"The Call man who talked to Cuthbert has never been in the Pacific Northwest-at least not * any farther north than Santa * Rosa-but after listening to * Cuthbert for five minutes today he just begged for mercy or he could not go on with his work, but would have to pack his grip and go to Oregon, Washington and British Columbia right away, leaving his city editor in an awful lurch!

"Why, folks, to listen to Cuthbert the Pacific Northwest is what most of us pray for after we die. It is paradise and heaven and apple pfe a la mode and Los Angeles all combined. It is full of the biggest trees and the biggest rivers and the biggest fish (and how they bite, how they bite!) and the best looking women and the most enterprising men and the finest climate and the best

equipped railroads. "But why should we advertise the Pacific Northwest for Cuthbert-he is getting paid for doing it! Take our advice-if you want to learn how to express yourself descriptively, how to sound like a beautifully illustrated folder, how to be a combination Circe and Lorelei -listen to Cuthbert.

"His idea is to get 100,000 tourists to the Pacific Northwest next summer, by rail and automobile-or airship for all he cares-but come, oh, Call reader, come, whatever you do, and see for yourself how wonderful the world is just north

"So says Herbert Cuthbert."

ing grounds along the Columbia river This hope, however, has not been highway. One of the first comments realized. Before the highway was on the lack of sufficient parking for a few thousand dollars, but now Oregon Roads Excel on Sundays and holidays. Owing to it is understood that it is held at

At Wahkeena Park to its construction are not getting full the city by S. Benson, there is a return for their money. To popular-large tract between the railroad and large tract between the railroad and large tract between the railroad and worthern California.

The second route by way of Parent California. able by the construction of an overhead railroad crossing. the grounds could be filled and leveled established a camping ground at Eagle off by pumping sand up from the bed creek, but it is inadequate. There are of the river as was done at Multnonumber of other locations between mah falls. It is a well wooded place

Another location is just east of Horsetail falls on a level spot between in Pocatello and came to Portland to the bluff and the highway. On a little further near Warrendale is another location which would make an excellent park. Other places capable of de-

valuable adjunct to the highway and make it still more popular. One of these spots is the body of land in which the "figure eight" is located.

Which the "figure eight" is located. This tract contains about four acres well as operate them. Under this law timber on the highway. Ever since city the Wahkeenah and Multnomah the highway was started it has been Falls parks. It is understood that hoped that some rich man who wanted Mayor Baker would favor the transfer

HIGHWAY COMMISSION IS TO HANDLE ABOUT \$3,000,000 IN 1918

Allotment, Leaving Big Sum to Other Counties.

MONEY FOR BIG TRUNKS

Bevenues of \$1,200,000 Derived From This County Will Be Spent on Columbia and Pacific Highways.

The state highway commission will have available for next year's construction a fund approximating \$3,000,000. Of this fund \$2,000,000 will come from bond Issue, \$220,000 from the quarter of a mill tax, \$308,000 from auto license fees and \$472,000 from the post road appropriation, half of which is contributed by the federal govern-

If the assessed valuation of the state is taken as a basis of apportionment 25 per cent, or \$750,000, will go to Eastern Oregon and 75 per cent, or \$2,250,000 to Western Oregon. Inas-

Multnomah Pays Nearly Half Forty per cent of the state road revenues is derived from Multnomah Therefore, this county will pay into the road fund \$1,200,000. It is proposed to apply this to the two main trunk highways, Columbia river highway and Pacific highway. On the Pacific highway, in Douglas, Josephine and Jackson counties, it is planned to expend \$450,000 and on the Columbia river highway, in Hood River and Wasco counties, the sum of \$750,000. Under this disposition of Multnomah county's contribution there can be no criticism that counties removed from the Columbia river highway are paying for it. From The Dalles to Astoria it will be built by the counties through which it passes, assisted by Multnomah county

Little Paving East of Cascades For the Willamette valley and coast counties there will be available, after deducting the Multnomah county contribution, \$1,050,000 to be expended chiefly in hard surface. This amount will provide for approximately 70 miles of pavement, basing the calculation on a pavement 12 feet in width. With an allotment of only \$750,000 it is evident that but little pavement can be laid east of the Cascades. Included in the amount to be awarded Eastern Oregon is 60 per cent of the post road money.

From Pocatello to Portland by way was the unusual route taken by Ray

F. Van Slyke and party. Road conditions of every sort from the kind that requires three hours to ner. It has been suggested that these made here for the parking of hundreds and the entire party were very much relieved to arrive in Portland,

Mr. Van Slyke has been in busines locate here, where his parents reside. Before taking up settlement they went on a visit to Seattle and expect to return in a short time.

about the condition of Oregon roads. Van Slyke pays the roads in state a decided compliment by saying that the country roads are in much better shape than those in the other states through which they traveled. "The fact that road crews were working on all the bad places in Oregon roads was an encouraging contrast to the roads that were bad for miles and miles with no sign of any immediate or distant improvement," says Mr. Van Slyke.

ADAMS ARGUES FOR **WEST SIDE HIGHWAY** BY WAY OF BALLSTON

Multnomah Will Not Share in Road Commissioner Says the Route He Favors Would Serve Larger Population.

HUGE TONNAGE FORESEEN

Connection With McMinnville-Sheridan Boad Mear Bellvue Will Save Mine Miles of Paying, Me Says.

In his report to the state highway commission recommending that the west side Pacific highway be located between McMinnville and Dallas by way of Ballston with a stub road from McMinnville to Amity, Highway Commissioner Adams says that the question should be treated from a local standpoint under the terms of the \$6,000,000 road bond law.

"If the read is to be a short line, a through or trunk road," he adds, "it should not be located on the lines we much as Multnomah county is to re- have considered. It probably should ceive no state aid, the Western Ore-gon allotment will be divided among through Monmouth and Rickreall, Daythe coast and Willamette vailey coun- ton and Newberg to Portland with stub service to Independence, Dallas and McMinnville, or through Independence to West Salem and thence through Dayton and Newberg."

Length of Boutes Listed The distance from Independence to Portland by the several routes is as follows: Via Salem and Oregon City, 64 miles; via West Salem, Dayton and Newberg, 60 miles; via Rickreall, Amity, McMinnville and Newberg, 68.5 miles; via Dallas, Ballston, Mc-Minnville and Newberg, 74 miles.

As located by the legislature the road is to run from the Multnomah county line through Washington county and Yamhill county by way of Hillsboro, Forest Grove, McMinnville to Dallas, Monmouth and Independence in Polk county.

Conforming to this location there are between McMinnville and Dallas three available routes as follows: Via Amity, McCoy and Rickreall with a stub to Dallas, distance 241/2 miles; via Amity and Perrydale to Dallas, distance 231/2 miles; via Ballston to Dallas, distance 25 miles. The Polk county court has agreed to take out some turns which will reduce the distance to approximately 22 % miles. Baliston Route Pavored

As to the route via Rickreall with stub to Dallas Commissioner Adams says he does not think that it would comply with the spirit of the law though it might in a technical or legal

"If this route were to be adopted," he continues, "it would be better to build from McMinnville to Rickreall and Neighboring Routes from McMinnville to Rickreall and then to Dallas and from Dallas to Salem and the Salem-Dallas road with Independence connecting Monmouth At Wahkeend park, presented to so Declares Ray P. Van Slyke, Who with the system at Independence, omit-

dale, Mr. Adams dismisses with the of Nevada and Northern California, observation that it will not serve the territory to the best advantage besides being hilly and costly to improve. Arguing in favor of the Ballston route, Commissioner Adams says that Eagle creek and Crown Point which and fully supplied with water from go 12 miles to paved stretches that it runs through a more thickly settled could be fitted up in a similar man- Wahkeenah creek. Room could be invite unlimited speed were traversed part of the territory to be served than either of the other routes.

> Future Tonnage Foreseen He further finds that more than half

ROAD MATERIAL BEST FOR TRAFFIC YET CHEAPEST IS ADVICE

Secretary Perry of Automobile Chamber of Commerce Gives Highway Suggestions

Highway comissioners find themselves in a difficult position, between tendency on the part of state legisatures, county commissioners and ownship boards to economize by cutting down highway appropriations and the demands of commerce and agriculture for better highway facilities to move an increased volume of production at a time when there is unprecedented railroad freight congestion.

Labor and Material Chief Items There are ways in which the situation can be met successfully, according to H. W. Perry, secretary of the Good Roads committee of the National Automobile Chamber of Commerce, who says that labor and materials constitute the argest items in road work and therefore offer the greatest possibilities in economy.

In deciding upon the kind of road to build, he says that type should be selected for which the materials can be bought at least expense, delivered, and which will require the least labor in producing a finished road, always provided, however, that the material is suited to the kind and amount of traffic the road will have to bear.

Traffic Census Suggested A traffic census should first be taken, the probable increase of traffic after reconstruction of the road caiculated and then an estimate made of the probable cost of maintenance of different types of road under such traffic for a period of years-from 10 to 20. This maintenance cost, plus interest, should be added to first cost of construction. This will determine which of several types will be most economical. It is false economy to choose a kind of road merely because it will cost less to build than a more durable road.

One of the things that makes road building costly is the fact that it has been the practice in many states to let contracts for many short pieces of road, often for sections of less than a mile. Such jobs are too small to warrant the use of equipment for do-ing the work in the cheapest way.

Iowa to Repair Roads

Linn county, Iowa, which has been known as the mudhole of the Lincoln highway and avoided by cross-country tourists, has adopted a program for the betterment of the highways by the expenditure of \$276,000. The work will be done within the next two

the assessed value of Polk county grades which can be easily reduced. lies west of the route. The country along this route, he adds, is devoted largely to fruit raising, much of which is just coming into hearing. This means a greater need for good roads

and more tonnage per acre for transthe way of Salem and Dayton
the way of West Salem and Dayton
portation over the roads than general
or grain farming. The route, he asserts, is for the most part fairly level.
Between Dallas and the Perrydale
junction there are only two heavy

The way of McMinnville,
Amity, Dayton and Newberg largely.

Another argument advanced by him
Travel for the coast from Dallas,
Independence,
Salem and the south,
which is large, goes by the way of
Dallas, Ballston and Sheridan very
largely.

and by the way of West Salem and

Saves Nine Miles of Paving there goes by way of McMinnville, Independence.

From these statements Mr. Adams draws the conclusion that the Ballston route would accommodate both The travel for Portland from Mon-the coast travel and the travel for mouth, Dallas, Falls City and north of Portland originating north and west of the coast travel and the travel for

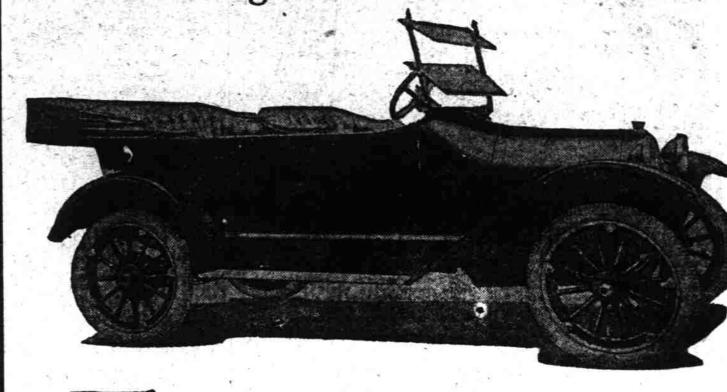
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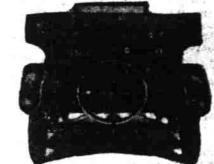


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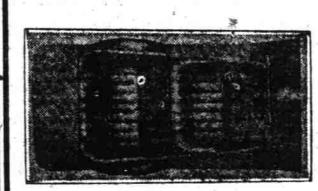


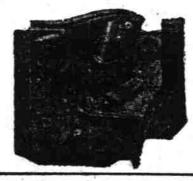
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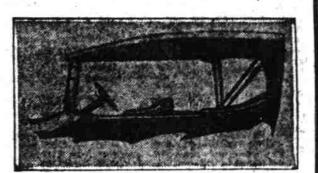
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