

SOLUTION IS OFFERED IN LOCATING HIGHWAY FOR THE WEST SIDE

Amity-Perrydale Route Suggested—Two Miles Less Than Ballston Road.

COST WILL BE LESS

Another Advantage Mentioned in its Behalf Is That It Would Pass Nearer Heart of Settled District.

One solution of the controversy over the location of the west side branch of the Pacific highway between Dallas and McMinnville is contained in the suggestion that the route through Amity and Perrydale be adopted.

In distance it is approximately two miles shorter than the Ballston road and from the standpoint of cost of improving fully as economical if not more so.

Consequently it would be fed by feeder roads on both sides, whereas the Ballston road, for a great distance, skirts the outside of settlement and would be fed only on one side.

North of Ballston there are several right angled turns which add to the length of the road. To eliminate these would probably require condemnation proceedings, as cultivated fields would be disturbed.

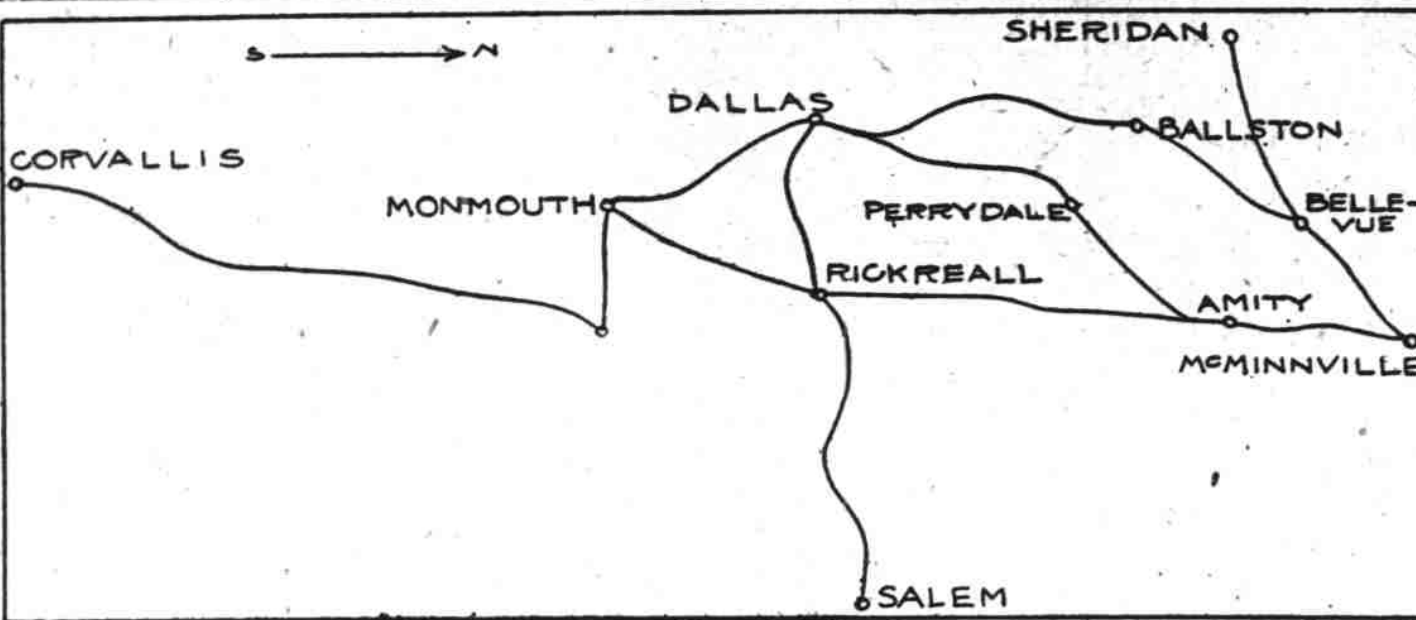
Another drawback in the road is at the Yamhill river bridge on the Yamhill side, where the road makes quite an abrupt turn in contravention to the rules of safety on well traveled roads.

It is claimed by residents of Yamhill county that the short stretch of bottom land after crossing the bridge is subject to frequent overflow. It is at this point and that to prevent its cutting a new channel across the road the bank has been ripped up with lumber.

Could Construct Stubs Were it not for the legislative act designating Dallas, Monmouth and Independence as points which the road should touch, the logical route for a state road, if it is to be made the most direct, would be to Monmouth, leaving both Dallas and Independence to one side, saving twelve and nine miles respectively. While it was evidently the intent of the legislature that all three towns should have the road pass through them, it has been held by Attorney General Brown that the letter of the law could be complied with by constituting stub lines.

If this policy were adopted the through traveler when he reached Rickreall could continue on straight to Corvallis, going through Monmouth only, saving considerable distance. The

SCENE OF ROAD LOCATION CONTROVERSY



Map showing Yamhill-Polk county roads that figure in McMinnville-Dallas highway controversy. The distances involved in the several routes follow: McMinnville to Dallas via Perrydale, 23 1/2 mi.; via Rickreall, 24 1/2 mi.; via Ballston, 25 mi.; McMinnville to Independence via Ballston, Dallas and Monmouth, 36 mi.; via Perrydale, Dallas and Monmouth, 30 3/4 mi.; McMinnville to Monmouth via Rickreall, 27 1/2 mi.

tendency to do this would be so strong that even with the road improved by way of all three towns the direct route would be taken in the dry season.

Advantages Magnified Looking at the question from this standpoint, it is easy to see that the different communities magnify greatly the advantages to be gained by being on the main road when it is forced out of its natural course.

Involved in the location of this state road is county seat interest. Both McMinnville and Dallas are desirous of attracting all the trade possible from other towns of the county, and think they can do so by having all the highly improved roads of the county focus at the county seat.

McMinnville wants to draw from the north, south, east and west. Dallas wants the state to help by giving the county a paved road from the Washington county line on the north to the Polk county line on the south and from Newberg to the Tillamook county line on the west. If the Ballston route is selected there will be no paved road to the south.

Old Jealousy Exists In Polk county the old jealousy between Dallas and Independence exists. In addition considerable county trade goes to Salem, and it is asserted that Dallas is not anxious for a paved highway to Salem by way of Rickreall. So it goes, each county desiring to build up county roads at state expense and accusing each other of being hogish while doing so.

Another element is the landed individual who wants a paved road by his farm. An unfortunate feature of the situation is that the improvement of the west side highway will be delayed until long after the road on the east side of the river is completed, unless some compromise is reached. So far as a tourist travel is concerned this will be a distinct loss, as it will be generally conceded that the west side of the valley with its rolling hills is more scenic.

While Benton county, the southern neighbor of Polk, is vitally interested in the controversy, it is not altogether dependent on the west side highways as an outlet. It is only by a 10 mile stretch to Albany to connect with the east side highway.

So far as the Benton county unit of the west side highway is concerned,

there is no dispute over the route. It has already been selected and plans have been made to eliminate two railroad crossings and reduce two grades on the main road when it is forced out of its natural course.

The all-absorbing question in Douglas county as to whether the town of Riddle is to be on the Pacific highway has been settled temporarily with victory resting on the banners of the Riddle partisans.

Chairman Benson of the state highway commission, who has heretofore been in favor of the shorter route between Myrtle Creek and Canyonville, has finally agreed to the Riddle routing until the time comes when it is necessary for the state to expend money on the road.

When it is to be surfaced by the state, Chairman Benson says that he will insist that the more direct route be improved as a matter of economy.

Motor Clubs Active As to Non-Members An infinitely just action has been taken by 22 of the most influential motor clubs in the country. They have decided to give to resident non-members no more information in the gathering of which is paid for by the dues of members.

In the case of a non-resident non-member the information will be given, but the club nearest his home will be notified to go after him for membership. The answer to this is—Join a motor club.

Of the post road fund 50 per cent, or \$566,549.06, must, according to law, be expended east of the Cascade mountains and 49 per cent, or \$377,699, in Western Oregon.

Umatilla county, which has already been awarded 10 miles of pavement on the Wild Horse creek road, is to be given another mile on the road to Echo. This mile will be from the city limits of Pendleton to the Eastern Oregon state hospital. A condition attached is that the city of Pendleton pave within its limits to the end of Raley street.

Paved Stretch Along Pendleton-Echo Road

Riddle Route Gets Temporary Choice

Surplus Two Million For Highway Work Excluding contracts already entered into and those which are yet to be let this year the state highway commission will have approximately an additional \$2,000,000 to spend next year.

The total estimated fund at the disposal of the commission for 1917 and 1918 is \$4,826,639.40. The amount called for by contracts already executed and to be executed before the end of the present year is \$3,374,734.29, leaving a balance on hand of \$1,451,905.11 for next year's use.

The 1917 and 1918 fund is derived as follows: From authorized \$6,000,000 bond issue, \$2,842,939.98; from one quarter mill tax \$439,699.98; from Bean-Barrett bond issue \$472,124.22; from federal government post road \$472,124.22; from auto licenses \$600,000, making a total of \$4,826,639.40.

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LANE COUNTY FACING DISPUTE OVER STATE HIGHWAY LOCATION

Selection of Route Between Eugene and Junction City Will Create Controversy.

TWO WAYS MENTIONED

So-called River Road and Fern Ridge Road to Bid for Favor of Highway Commission.

A situation almost duplicating the one in Polk and Yamhill counties relative to the location of the west side highway, is expected to develop in Lane county, when the state highway commission reaches the designation of the Pacific highway between Junction City and Eugene.

Two possible routes have been suggested. One is what is known as the river road. The other turns west from Junction City, or to be more exact about half a mile north of Junction City and runs to a connection with the proposed Eugene-Florence road and thence through the edge of the Fern Ridge district to Eugene.

This road which has about half a dozen right angle turns in it, is approximately two miles longer than the river road, which is straight and direct. Its consideration is an afterthought. It had generally been thought ever since a through highway was considered that the river road would be the one selected.

It is the main traveled road and passes through a rich section of the county. From Junction to Eugene by this road the distance, roughly speaking, is 14 miles. The Fern Ridge road, which measures approximately 16 miles, passes through a poor section of country, a great deal of which is covered with water in the wet season, making it a wild duck wild resort. Owing to the fact that there is but little traffic it has never been improved for a great distance.

River Road Well Based If taken over by the state a large expense would be incurred by the state in preparing the base for a hard surface. On the other hand if the river road is adopted there would be only a small expense for base as it is already a well macadamized road with good drainage.

One reason advanced for diverting the highway from the river road, apparently its natural course, is that by joining it with the Eugene-Florence road west of Junction a great saving could be made for the reason that only one road would need to be constructed from the connecting point into Eugene.

Set up in opposition to this state-

ment is that ultimately there would be no saving when there was taken into consideration the immeasurable loss of time and power to through travelers in a measure the local elements which enter into it.

In order to get a proper perspective of the situation it is necessary to understand in a measure the local elements which enter into it.

In many parts of the country there is a belief that Eugene, the county seat, is disposed to build throughout the county only those roads which it is thought will divert as much trade as possible to the county seat at the expense of the other towns.

Cottage Grove Markers Grievance For a long time the people of Cottage Grove assert that they endeavored to get the county court to make an improved road into the Lorraine district which is naturally tributary to Cottage Grove. On one pretext or another, they say, they were put off until one day they woke up to the fact that the completion of a road from Eugene to Lorraine was being celebrated.

In connection with the proposed Eugene-Florence road it is charged by the business interests of Junction City that the location of the highway to take away from them the trade of the Long Tom and Lake Creek country which if allowed to follow the natural channel would come into Junction City a distance of 16 miles instead of going 28 miles over the hills to Eugene.

Not only is county money used, say the Junction City people, to build up the business of the county seat, but it is designed to get as much as possible out of the state to continue the discrimination against the interest of other towns in the county.

So far as the state highway commission is concerned, Chairman Benson has strongly indicated that he will favor the river road between Junction City and Eugene when the matter comes up for decision. It is the most logical one, he says, the one that best meets local and state interest. Commissioner Adams, it is thought, will support the other route.

Dayton-Lafayette In Road Squabble The location of the west side branch of the Pacific highway between McMinnville and Dallas is not the only disturbance on the placid waters of Yamhill county.

There is the controversy between Lafayette and Dayton over the location of the capitol highway between Newberg and McMinnville. Each place thinks that its road is the best one.

One of the strongest partisans of the Lafayette route is Representative Lunger, who says, "Why should the road go through Dayton? All those fellows voted against the bond issue while we voted for it."

An amusing feature of the controversy is the two large signs which have been erected by the partisans of each route at the forks of the road

north of Dayton. These signs are of the same size, approximately 10 feet square. The one erected by the Dayton people reads: "Best Road South, Dayton One Mile." In addition, a number of other towns south with the distance to each is given. The Lafayette sign reads: "District Road to Coast, Lafayette Two Miles." It also gives the distance to several towns, but says nothing about Dayton.

Special Road Levy Planned for Morrow

Instead of voting a county bond issue to raise funds with which to cooperate with the state on main highways, the people of Morrow county are proposing to provide the money by special levy in the road districts through which the state roads pass.

Two of these state roads pass through Morrow county. The Columbia river highway runs along the edge of the north and south of the county and the other highway goes up Willow creek to Heppner, thence east to Pilot Rock. The road districts along the Columbia river are proposing to vote a special tax to build the road bed.

The Heppner-Pilot Rock road passes through six districts. The towns of Lone, Lexington and Heppner make up three of these districts. The remaining three are county districts. In each of the six districts it is proposed to levy a five mill tax.

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Roadmaster Murdock of Coos county thinks it a mistake to place a highway grade above the highest water mark ever known. He says a section of road has been overhauled a grade of five or 10 years it would be much better, he says, to let it overflow and submit to the inconvenience than to spend thousands of dollars in raising a grade above the highest flood record known.

Along the same line he figures that the difference in interest between an investment of \$45,000 in a high wooden trestle which can not be permanent and one of \$15,000 in a gravelled roadway would justify the inconvenience of dispensing with the use of a road for a few days once in every few years.

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