

OREGON HAS SPENT ELEVEN MILLIONS ON ROADS ALREADY

Present Program Calls for Further Expenditure of \$12,000,000; Millions More Sought.

Since the state highway department was organized in 1913, Oregon has expended approximately \$11,000,000 in the construction of a state highway system and is obligated to spend about \$12,000,000 more. Not all of this large expenditure is state money. It includes county and federal funds. As a result of this expenditure approximately 240 miles of road have been paved, 240 miles graded and 553 miles gravelled.

To be completed under outstanding contracts are 212 miles of pavement, 215 miles of graveling and 425 miles of grading.

The work of construction fairly begun in 1914 with a start in Jackson county, which was the first county in the state to bond itself for road purposes. This was followed by the beginning of the construction of the Columbia river highway in Clatsop, Clatskanie and Hood River counties, all of these counties having issued bonds for the purpose. With the completion of the first contracts came disputes with contractors and as a result the highway department was disorganized. While the results accomplished were small a standard of construction was set up which has not been improved upon and the general lines of the plan then outlined have been followed ever since.

STATE COMMISSION FORMED
During 1914 the expenditures were \$18,974. In 1915 they amounted to \$22,128 and in 1916, \$143,592. A large portion of this money came from county bond issues. The only resource of the state during those years was the quarter of a mill tax levy which yielded approximately \$240,000 per year.

In 1917 the state highway department was reorganized by the appointment of a non-salaried commission of three. Additional state revenues were provided by the authorization of a \$6,000,000 bond issue and the transfer of the motor vehicle license fund from the counties to the state treasury.

With the reorganization of the highway department and the new flow of funds the present era of construction was begun. For the two year period covering 1918 and 1919, the expenditures were \$2,597,882. The construction work started and completed during this period consisted of 50 miles of paving, 111 miles of graveling and 134 miles of grading, together with some 40 bridges and large culverts. In 1919 the legislature authorized another bond issue of \$10,000,000 and levied a 1 cent tax on gasoline for the state road fund.

PROGRAM INCREASED
In 1919 contracts were entered into covering 375 miles of pavement, 302 miles of macadam and 682 miles of grading, the estimated cost of which was \$13,215,857. Of this there was completed 183 miles of pavement, 94 miles of macadam and 286 miles of grading at a cost of \$6,811,335.

The receipts of the department up to December 1 from state sources were \$8,178,394. These included \$6,372,509 from the sale of bonds, \$532,416 from motor license fees, \$250,755 from gasoline and distillate tax and \$245,852 from the quarter mill tax.

In 1918 the federal aid road act was passed by congress. This provided additional revenues and from this source Oregon has received a total of \$3,704,944. From this source the state will receive altogether \$6,206,799.

With a balance on hand of \$1,882,017 the anticipated receipts of the highway department during 1920 will amount, according to the estimate, to \$12,426,757.

The estimated expenditures are \$12,392,185. This will leave a balance of only \$14,572 for new work.

The bonded indebtedness of the state has been almost reached and there will be voted on at the primary election in May a constitutional amendment to increase the limit from 2 per cent to 4 per cent of the total assessed valuation of the state. At the same time a companion measure is authority to issue bonds to the amount of \$10,000,000 on condition the amendment is adopted.

Motor Cars Lead in Traffic on Roads

Eighty-two per cent of the road traffic over the primary road systems of Iowa is motor driven, according to figures given out by the state highway commission which has been making observations. The figures were arrived at after observations made at 87 stations in 38 counties of the state and the count is believed to be fairly representative of the entire main highway system of the state.

State Highway Work Reviewed

Work accomplished 1914-1918:

Paving	86.86 miles
Macadamizing	10.00 miles
Grading	271.91 miles
Total cost	\$4,129,571

Work accomplished during year 1919:

Pav.	Macad.	Grading	Miles
Pacific Highway	59.8	12.6	54.3
Rose (West Side)	26.7	11.2	31.8
Columbia River	49.3	37.0	72.0
Coast	0.3	7.4	8.2
The Dalles-California	2.0	1.0	1.0
John Day	11.0	17.1	17.1
Old Oregon Trail	4.8	1.3	10.8
Central Oregon	9.0	5.0	14.0
Oregon-Washington	10.5	1.1	11.6
La Grande-Enterprise	8.0	2.1	10.1
Baker-Cornucopia	6.9	8.8	15.7
Adrian-Klamath Falls	1.6	3.6	5.2
Salem-Dallas	1.6	4.8	6.4
Yamhill-Neustown	2.6	5.6	21.0
Total	163.1	94.4	286.6

Total cost \$6,811,335

Work placed under contract during 1920 to be completed during 1920:

Pav.	Macad.	Grading	Miles
Pacific Highway	76.0	12.6	45.3
Rose (West Side)	42.8	10.4	8.4
Columbia River	46.8	32.5	87.8
Coast	12.7	8.8	8.8
The Dalles-California	43.6	61.5	61.5
John Day	9.1	10.1	10.1
Old Oregon Trail	1.7	10.8	11.7
Central Oregon	15.6	11.7	11.7
Oregon-Washington	18.2	8.8	27.0
Baker-Cornucopia	6.9	8.8	15.7
Adrian-Klamath Falls	1.6	4.8	41.8
Salem-Dallas	12.9	12.9	12.9
Klamath Falls-Lakeview	13.9	18.9	18.9
Adrian-Klamath Falls	11.5	11.5	11.5
Yamhill-Neustown	5.4	8.3	14.3
Coast-Bar-Steele	14.3	14.3	14.3
Total miles	212.7	215.1	425.9
Total estimated cost			\$12,392,185

Yearly Expenditures of State Road Funds in the Different Counties

	1914	1915	1916	1917	1918	1919	Total
Baker	181	802	1,214	6,364	129,230	137,887	247,597
Benton	587	1,013	12,519	143,341	105,463	262,923	625,223
Clackamas	64,587	20,823	84,594	290,992	164,169	329,077	873,142
Clatsop	13,354	82,869	11,424	411,872	360,311	1,235,272	2,114,832
Columbia	275	10,703	264	168,528	183,872	59,618	348,820
Coos	57	12,082	79	5,549	29,332	35,162	77,159
Crook	16,501	20,188	7,244	13,472	11,183	31,869	90,457
Deschutes	10,501	20,188	7,244	13,472	11,183	31,869	90,457
Douglas	50,589	21,774	26,476	150,966	613,511	819,489	1,492,705
Gilliam	7	4,443	31,553	186,248	222,253	222,253	646,814
Grant	26	2,950	4,488	1,773	72,459	75,000	157,666
Harney	1,072	47,927	61,326	372,601	428,614	918,864	1,883,324
Hood River	50,589	21,774	26,476	150,966	613,511	819,489	1,492,705
Jackson	2,350	6,890	6,297	72,760	310,165	392,984	861,346
Jefferson	1,056	188	137	3,903	33,129	84,887	123,393
Josephine	116	1,735	3,213	63,060	148,123	216,249	432,401
Lake	91	4,689	12,547	2,281	270,006	285,236	560,751
Lane	32	2,054	943	5,378	8,400	8,400	17,157
Lincoln	208	72	287	503	45,693	60,730	107,023
Linn	189	92	773	8,427	7,488	10,468	27,339
Marion	414	79	109	4,200	6,892	163,433	174,401
Morrow	167	188	137	3,903	33,129	84,887	123,393
Multnomah	1,056	188	137	3,903	33,129	84,887	123,393
Polk	414	79	109	4,200	6,892	163,433	174,401
Tillamook	116	1,735	3,213	63,060	148,123	216,249	432,401
Umatilla	134	18	100,405	73,333	243,343	417,299	834,498
Wasco	42	5,572	26,213	100,205	222,436	222,436	576,883
Washington	4,998	14,321	4,900	70,139	175,269	284,364	539,591
Wheeler	408	168	2,106	38,714	88,244	175,379	383,160
Yamhill	408	168	2,106	38,714	88,244	175,379	383,160
Total	\$191,029	\$41,441	\$29,219	\$74,664	\$2,047,140	\$5,741,650	\$8,925,416

Deputy's Car Went Dead Dip in Surf Revived It

Deputy Warden W. G. Emery met with an odd experience a few days ago. While he was driving down the beach at Yaquina his car, while crossing a small stream, went dead, and all efforts on the part of himself and a companion failed to revive it.

A rancher driving home along the beach hitched to the deputy's defunct machine and broke his doubletree in the effort to yank the car out. Emery was compelled to leave the machine on the beach. The incoming tide and surf threatened to demolish the whole outfit, but all that could be done was to strip the car of everything that could be removed and leave it to its fate. The next day at low tide, the "remains" were recovered and taken to Maxwell's garage, where an inquest was held and the findings were that no serious damage had been done.

SOUNDS ON EARTH CARRY TO AVIATOR

Shouting of People Can Ofttimes Be Heard 5000 Feet in Air With Engine Shut Off.

What do you hear when you are up in the air? When the engine is running you don't hear much of anything, except just the explosions of the gas in the power plant in front. But when the propeller is revolving idly and the engine is shut off there are many sounds that come up to the aviator from the earth.

Gliding in an airplane with engine switched off, the shout of a man can be heard distinctly at the height of 1800 feet, the sharp note of a mole cricket at 2500 feet, and the croaking of frogs at 3000 feet.

At 3225 feet a man's voice and the rolling of a car can be distinguished; at 4500 feet, the roll of a drum and the music of an orchestra; at 5000 feet, the crowing of a cock, the sound of a church bell and sometimes the shouting of men and women; at 600 feet higher still, the report of a musket and the barking of a dog.

The story told by a senator in Washington, therefore, may be almost true. He said that a cat in the top of the Washington monument heard a dog barking at the foot of the shaft and jumped from the top floor onto the dog's back, a distance of over 500 feet. But then the senator may have been wrong.

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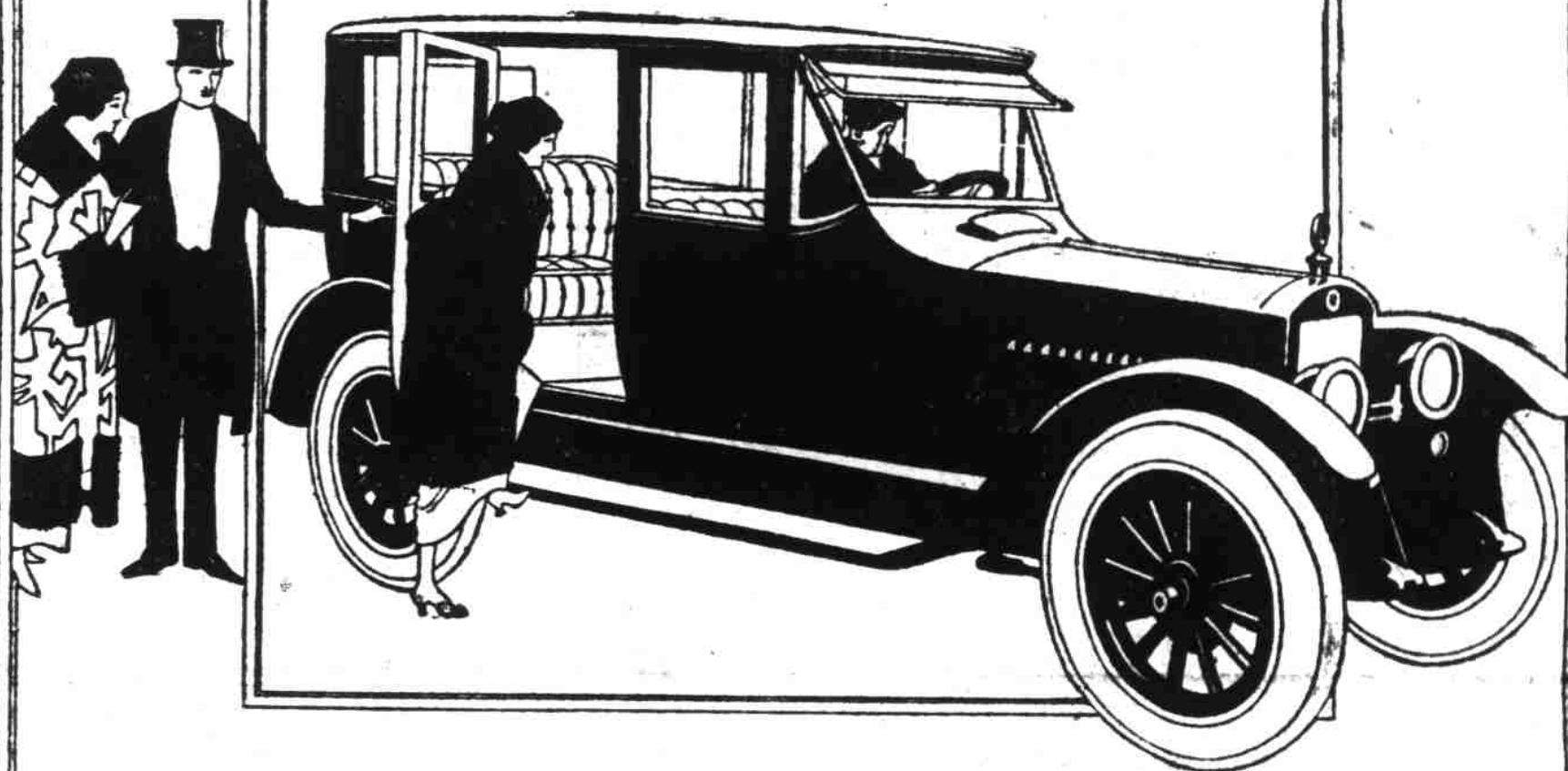
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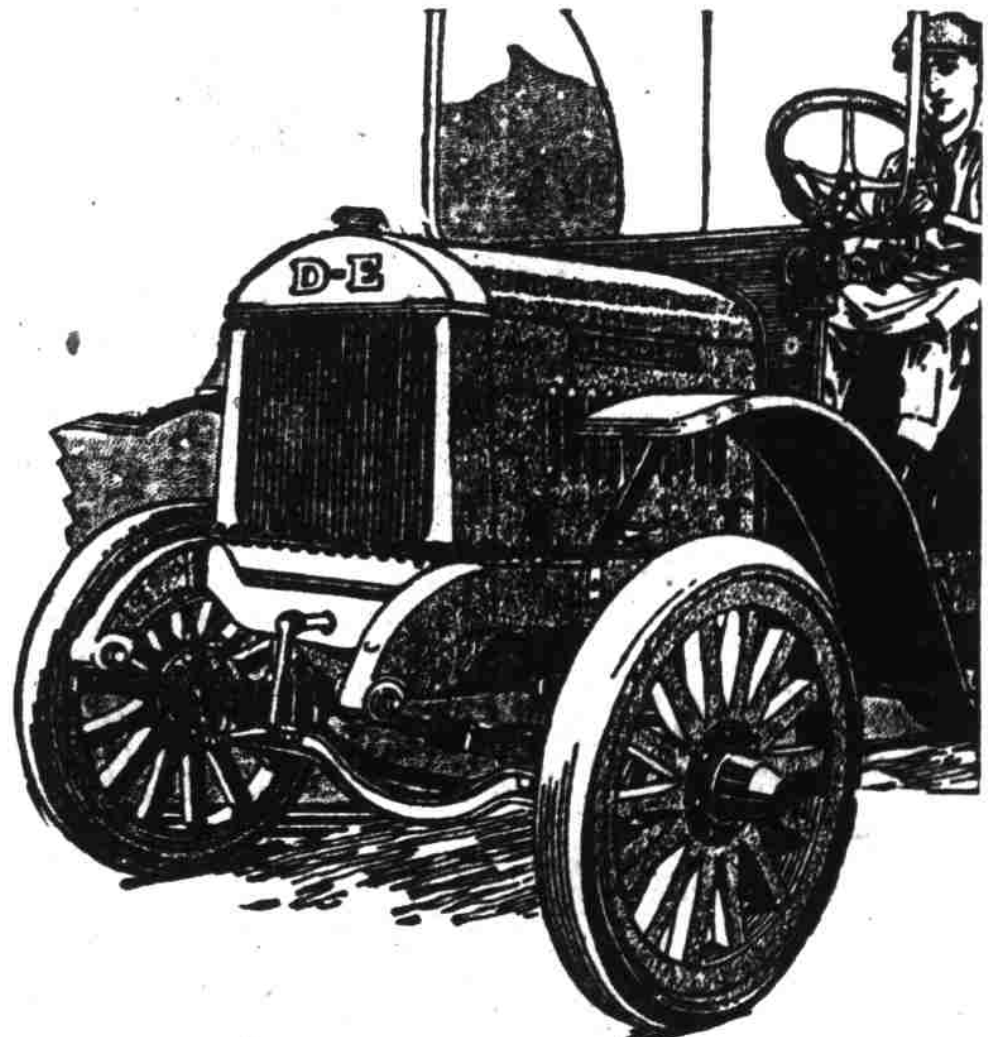


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