

IMPROVEMENTS ON STATE HIGHWAYS COST 12 MILLION

Expenditure for 1922 Less Than 1921 When Peak of Program Was Reached.

During the year now closing there has been added to the state highway system 84 miles of pavement, 300 miles of rock and gravel surfacing and 254 miles of new grade. To achieve this result the state highway department has expended, up to December 1, \$12,682,520.65.

The expenditure for the current year has been \$5,563,290 less than that of 1921, during which year the present era of development reached its crest. For the biennium of 1921-1922 the total amount of money spent in connection with state highways was \$30,225,352. Of this amount the state funds supplied \$25,620,709.

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Since 1913 when the present highway development began the total spent on state highway construction including cooperation from all sources has reached approximately \$56,000,000. For this large expenditure there is to show the following mileage of completed work: Pavement 679 miles, rock or gravel surfacing 1206.3 miles, grading 1760.4 miles. Of the pavement, 123.3 miles are of the cement concrete type.

RAIL CROSSINGS REDUCED

A feature of highway construction has been the separation of railway and highway crossings. During the period from 1917 to 1922 there have been 32 railroad grade crossings eliminated by structures. On 11 of these the highway has been placed underneath the railroad and on 21 the highway has been made to pass over. The total cost of these 32 structures has been \$850,000, apportioned as follows: State, \$450,000; county, \$180,000; railroad, \$220,000.

STATE BONDS ISSUED

The major funds for financing state highway work have been derived from the issuance of state road bonds. Based on the present assessed valuation of the state the constitutional bonding limit is \$40,300,000. Up to the present time there have been sold bonds to the amount of \$26,200,000, leaving available for future construction a balance of \$14,100,000, including the authorization of \$2,500,000 voted for the Roosevelt highway on condition it would be matched by the federal government, the amount of \$11,600,000. The amount which has been sold is \$15,816,394.

Of the \$26,200,000 state bonds sold the amount disposed of this year was \$4,060,000.

In addition to the interest paid on bonds this year there has been paid out on maturing bonds \$125,000.

In the past two years 236 contracts have been let by the state highway commission for construction. For these contracts a total of 2125 bids were received.

During the year the main accomplishment of the highway department has been the completion of the Columbia river highway and the practical completion of improvement of the Pacific highway. The total length of the Columbia river highway from Astoria to Pendleton is 240.1 miles. Of this distance 202.1 miles have been paved and 38 miles rock.

HIGHWAY STATUS TOLD

The status of the Pacific highway, 345.6 miles from the Interstate bridge, Portland, to the California state line on the summit of the Skiskiyous is as follows:

Three hundred twenty-six and one half miles are paved, 7.4 miles are graded to state standard and surfaced with rock, 4.5 miles are graded to standard but not surfaced, 5.4 miles are not yet graded to state standard. This mileage comprises proposed grade separations, bridge at Harrisburg and grading in Oregon City. Where the highway is not paved or surfaced with rock, 4.5 miles are graded to standard but not surfaced, 5.4 miles are not yet graded to state standard.

The expenditure on each highway is as follows:

Pacific highway	\$ 12,717,180.22
Columbia river highway	5,982,494.77
West side highway	2,110,545.27
The Dalles-California	1,490,189.49
Fish Bay	2,255,511.76
Old Oregon trail	2,350,380.28
Central Oregon highway	379,363.08
Oregon-Washington	1,736,892.93
Coast highway	5,984,249.98
La Grande-Enterprise	289,308.34
Enterprise-Flores	28,855.84
Baker-Cornucopia	427,952.59
Baker-Hwy 7	51,008.94
McKenzie highway	372,386.51
Buniam highway	4,398.81
Reed-Sisters	245,618.05
Reed-Lakeview	244,018.24
Mc Hood Loop	111,825.67
Ashland-Klamath Falls	571,728.43
Medford-Crater Lake	690,504.20
Klamath-Crater Lake	7,103.36
Grants Pass-Croissant City	87,073.15
Mc Hood Loop	93,862.82
Mc Hood Loop	93,900.01
Pendleton-John Day highway	6,808.67
Tualatin Valley	1,549,811.92
Salmon-Dallas	671,341.83
McMinnville-Tillamook	1,004,959.84
Cornville-Newport	504,016.09
Willamette Valley-Piersons	276,379.75
One Bar-Rowley road	127,612.12
Pendleton-Old Springs	168,609.28
Crooked River-Bear Creek	487,661.11
Tiller-Summit-Fore	88,333.83
Deschutes highway	32.09
Bastine-Beverton	145,911.87
Osheo	609,558.14
Sherman highway	784,102.92
Oregon Good highways	1,02,076.78

Oregon Trail Better Known Project Being Advertised

By Walter E. Neesham
The Old Oregon trail, its history, its traditions and its possibilities are becoming better known to Oregon citizens.

The sentiment of the trail is finding lodgment in the hearts of many Oregon citizens who a short time ago could see no history or sentiment in a road.

Oregon is slowly realizing that in the Old Oregon trail it has an asset which no other road in America has. If either California or Washington had the foundation in history to attach their names to a great national or even state highway, they would expend thousands of dollars in telling the world about it.

To date Oregon has expended about \$1000 in exploiting the Old Oregon trail and has received advertising which money could not buy. Magazines of national reputation are carrying the story of the trail and the eyes of the nation are turned to the West and to the trail.

With proper publicity the Old Oregon trail will become the best known highway in America. This because of its history and its sentiment, because it is the shortest route to the Northwest, because it is roadbed in the best, because it leads through a cultivated and populated country, because of its varied scenic grandeur and because of the lure of the very name "trail."

But it will take finances to carry out the work of working the trail with the design of the ex team and covered wagon, and to properly advertise it. In order to raise funds a membership campaign is being carried on in all of the towns along the trail through Idaho and Oregon. Portland has given its moral indorsement but Portland will

be expected to assist materially in a financial way, as practically all of the tourists coming into the state over the old trail are headed for Portland.

Portland is figuring on a widespread advertising campaign, and what better advertising medium has Oregon than the old Oregon trail? The road over the Blue mountains which has been the bugaboo of the tourist for years is practically completed and tourists will come in increasing numbers next year and the years to come over the Old Oregon trail.

Our sister state of Idaho is as keenly interested in the Old Oregon trail as Oregon, and a bill will be introduced in the Idaho legislature this winter to designate the east and west highway across that state the Old Oregon trail. A bill will also be presented to the Oregon legislature to designate the east and west highway across Oregon as the Old Oregon trail, retaining the identity of the Columbia river highway from The Dalles to Astoria as a unit of the trail, and also linking in the Mount Hood loop as a unit, all being closely connected historically and physically.

With proper financial support the Old Oregon trail will be known as such from the Missouri river to the Pacific ocean. Such a result will be a tribute to the memory of the pioneer, an object to the rising generation and an ever increasing tourist traffic to the great Northwest.

We believe Oregon will meet the issue and protect its heritage. Oregon has been looking for something to centralize on as a common advertising medium without sectional strife or jealousy, one that will have a wide appeal and excite the imagination. It is in the Old Oregon trail.

SUPPORT EXPECTED

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MORE TOURISTS USE AUTO CAMP

1922 Shows an Increase of 14,364 in Registration of Travelers.

A total of 35,876 persons were registered at the Portland municipal auto camp during the year according to a report from the bureau of parks filed with City Commissioner Fier. This is an increase of 14,364 over the registration of the previous year, which was 21,512.

The report shows the total number of autos registered was 11,149, as compared with 6686 the previous year, and the total receipts were \$18,525, as compared with \$3,278.50 for 1921.

In May the camp ground was enlarged from 13 to 24 acres. This more than doubled the capacity as there are now accommodations for 1500 machines at one time.

When the grounds were enlarged the city park bureau also installed more kitchenettes, laundry facilities and inaugurated the distribution of hot water. A concession was also let for the operation of a store for provisions and accessories in the camp grounds.

August was the month of the largest receipts, as well as the largest number of autos, the receipts for that month being \$1,016.50 and the number of machines being 3046.

AUGUST BIG MONTH

The record of registrations for the seven months of the camp's activities shows:

Prior to May 1, 1922: 149 cars, 444 persons; May: 480 cars, 1223 persons; June, 1945 cars, 3153 persons; July, 2012 cars, 3287 persons; August, 3046 cars, 8956 persons; September, 1765 cars, 5340 persons; October, 800 cars, 2460 persons; November 251 cars, 778 persons.

The receipts by months ran as follows: Prior to May 1, 1922: \$87.50; May, \$687.50; June, \$1091.50; July, \$3281.50; August, \$3961.50; September, \$1572; October, \$885.50; November, \$198.

The largest number of autos came from the state of Washington, these totaling 7457. Next came California, with 2493 cars, and third was Oregon, with 851 cars.

The vast territory from which visitors to the Portland auto camp were gathered is shown by the following registrations:

Alabama, 8;	Arizona, 43;	Arkansas, 15;	California, 2881;	Colorado, 219;	Connecticut, 12;	Delaware, 1;	District of Columbia, 7;	Florida, 2;	Georgia, 3;	Idaho, 637;	Illinois, 220;	Indiana, 46;	Iowa, 160;	Kansas, 123;	Kentucky, 11;	Louisiana, 7;	Maine, 3;	Maryland, 9;	Massachusetts, 27;	Michigan, 146;	Minnesota, 306;	Mississippi, 7;	Missouri, 129;	Montana, 418;	Nebraska, 163;	Nevada, 23;	New Hampshire, 2;	New Jersey, 23;	New Mexico, 10;	New York, 69;	North Carolina, 6;	North Dakota, 75;	Ohio, 175;	Oklahoma, 106;	Oregon, 851;	Pennsylvania, 79;	Rhode Island, 5;	South Carolina, 3;	South Dakota, 121;	Tennessee, 4;	Texas, 106;	Utah, 35;	Vermont, 1;	Virginia, 3;	Washington, 5487;	West Virginia, 3;	Wisconsin, 114;	Wyoming, 139;	Alaska, 4;	Hawaii, 2;	Philippine Islands, 2;	Alberta, Canada, 108;	British Columbia, 342;	Manitoba, Canada, 8;	Ontario, Canada, 3;	Quebec, Canada, 1;	Saskatchewan, Canada, 24;	Panama Canal Zone, 3;	China, 3;	Honduras, Central America, 1;	Mexico, 3;	New Zealand, 1;	Norway, 1.
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The Proof of the Pudding Is In The Eating

JUDGE GOOD PAVEMENTS BY THEIR LENGTH OF SERVICE



Grand Avenue Looking South from East Davis. Two-inch Warrenite-Bitulithic on Four-inch Compressed Crushed Stone Base. Constructed in 1907. Photo Taken November, 1922.

Broadway, Looking South from Glisan Street. Two-inch Warrenite-Bitulithic on Six-inch Hydraulic Concrete Base. Pavement Constructed in 1913. Photo Taken November, 1922. Conservative Estimates Based on Multnomah County Traffic Records Place the Tonnage Passing Over This Pavement at Exceeding 10,000,000 Tons Yearly.

Warrenite-Bitulithic Is PAVING INSURANCE

The protection of pavement foundations against the disintegrating effects of traffic, water and other agencies tending to destroy, is as much a function of a wearing surface as in the resistance to the wear and impact of the traffic itself. None but an asphaltic type of pavement will give the protection so greatly needed under the ravages of the fast moving vehicles of today. Warrenite-Bitulithic is a development of the earlier types of bituminous paving, based on over half a century of experience in the use of asphaltic pavements, from which it is evolved. It affords proper protection, whatever the construction of the base may be, so long as it is firm and unyielding and properly drained. It takes the impact without shattering—a most important factor to meet modern traffic. Our supervision is a guarantee against mistakes of specifications in construction.

Fifth 30, Looking South From Alder. Two Inch Warrenite-Bitulithic On Four Inch Compressed Crushed Stone Base. Pavement Constructed In 1905. Photo Taken Nov 1922

GRAND AVE. FIFTH ST. BROADWAY

are just three of the great number of pavements that have been constructed with Warrenite-Bitulithic in Portland. Next time you pass these streets stop and examine their surface and judge for yourself their condition after seventeen years of service in a city where traffic has increased over two hundred per cent. Then add the fact that the heaviest vehicle in 1905 was barely three-ton, while today a ten-ton truck is a common sight. No stronger proof is necessary. Seventeen years' service on the principal streets of Portland and over eleven years' service in upwards of 150 cities in the Northwest, and the Columbia River Highway, now passing its seventh year of use, are the best guarantee for our efficiency and integrity as contractors. Keen critics of good pavements know that Warrenite-Bitulithic streets and highways are

The Industry of Warrenite-Bitulithic Employs Oregon Families

We have operated in Portland for over twelve years, a thoroughly equipped laboratory, located at East Salmon and Water streets, where from fifty to one hundred samples are tested daily from all parts of the Northwest; and from which as a center a corps of inspectors and engineers, whose families live in Portland, travel over the Northwest as far east as North Dakota and as far south as Arizona. The volume of business done outside the state during the past ten years has exceeded \$2,000,000 annually. Over two hundred men who live in Portland are sent out during the working season and their earnings return here to support their families. Much of the materials used originate in this section and thousands of tons pass over the docks in this city. We maintain a complete shop in Portland. It is erected on our own property, where we manufacture and repair our equipment and upwards of fifty men are employed. All of our bonds in payment for work and collections pass through Portland banks.



THE BEST PAVEMENTS ON THE PACIFIC COAST

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