

# EDITORIALS OF THE PEOPLE

**Highways and Detours**  
Editor Statesman:  
Of course, we all hail with joy and acclaim the good roads and permanent highway construction movement here in Oregon, but while this excellent work is in progress, it seems to us more consideration should be given the tourist and traveling public by our highway commissioners and the highway construction contractors and crews. Instances of

gross impositions being forced upon tourists and the traveling public at the hands of these road paving contractors have come to our notice several times the past season through negligence or total disregard for the safety of the tourists and traveling public who are forced to make a detour, or follow a course designated by these contractors around their road construction operations.

These detours are rarely marked by enough signposts or placards to enable a motorist, or teamster to follow them and no steps are taken by those responsible for thus diverting traffic from the regular highways to make the detours safe and passable.

One of the most deplorable instances of this kind came to our notice at Turner, Marion county, recently when a mile detour required autos and other vehicles to follow the bed of a good sized

stream about 300 feet at one point and the last half mile lane was one continuous bog in which stranded and mirad-down auto trucks and automobiles were strewn from one end to the other while a nearby farmer with a team who was used in pulling the stranded machines out of the mire at a neat sum per ear was calling out, "Come on in, boys, the mud is fine." Had our car stripped its gears or come to grief as many other vehicles before us in this state designated mud-trap, we would have surely started a damage proceeding against the highway commission and the contractors for their responsibility in the matter and negligence to provide a decent, safe and passable detour around their construction work. Hundreds of tourists and home people are put to much expense and trouble every season through

this abominable practice and Oregon and Washington are given a black eye for impassable roads and scores of people who tour the country with a view to buying homes and locating permanently become disgusted and unfavorably impressed with the country and its people and pass on.  
No road or paving construction contractor should be permitted to direct or force the traveling public over any detour without first making it safe and passable for automobiles and other vehicles and it should also be well and plainly marked out by sign posts, arrowheads or placards.  
—W. C. CONNER.

### The School-Hospital Muddle

Editor Statesman: Now that the trouble in our public schools seems to have subsided and peace is apparently declared, it might be a proper time to review some of the outstanding points for our guidance in the future.

I have been a mere onlooker as it were for more than 20 years and feel that I can point out some of our troubles in the public schools and I wish to say that all could be summed up in a few words. Too much meddling. Too much interference and dictation to the board and superintendent on whom should rest the management of our public schools. We always elect our best men to the school board and have had some splendid men as superintendents, yet in spite of this many mistakes have been made. One of the most prominent blunders was in the selecting of a site for the McKinley school. There must have been a necessity for this school at the time the building was erected or we must condemn the expenditure. A very small part of the board pulled for the present location and had it been left to a majority of the board, the school would have been located more central but outside pressure was too great and a compromise was made in the interest of peace and harmony. The taxpayer pays the bill and peace and harmony has taken wings, for the building has been a loss to the district as the board well knows.

In a lesser sense this is true of Richmond and Englewood, both of which should have been located more central and thereby available to release the more congested districts.

Had Mr. Halverson been really interested in solving the congestion in the South Salem school without all of the unnecessary quarrel, he could have found a way without disrupting the tiding over of the Salem hospital for he must have known that the board had available five or six rooms in other school buildings, and the board had all the seats necessary to fit them in a few days. These rooms have the heating plants and janitors and it would seem to a taxpayer that if the school board had taken this up with our new superintendent, they could have met conditions and allowed the hospital to remain, and all our interests would have been served.

In closing, I wish to say that one of the most regrettable things that has happened was the deliberate insults given to some of the men on the hospital board. The one consolation is that all the men on that board are men of unquestionable manhood and need no defense before the people of Salem. Nor need I point out reasons why the hospital is now at the McKinley school for I have given the main reason. Mainly, public interference had put the school where it is out of the reach of its supposed patrons.

Let us not forget that the hospital is a necessity for Salem and every man who questions this does not have a vision. The growth of the Salem hospital is an open book and our new blood should post themselves before playing to the gallery for most of Salem people live in substantial homes and not in the gallery.

There are two prominent factors that have kept the hospital board from proceeding with the erection of a new building. First the refusal of several parties in Salem to give the board a valid title to the land where they proposed to build. This was the first great hindrance and kept many from subscribing. It was a case where they could not eat hay but were determined that others should not. Then came the world war and its resultant high prices for material and labor. The first is still a factor, the last is gradually being adjusted.

That the board was not allowed to build the temporary buildings was proper as the money paid for the temporary buildings would have been a dead loss and altogether unnecessary while other rooms were available.  
—Only a Taxpayer.

### Tooze Declares That Stanfield is Winner

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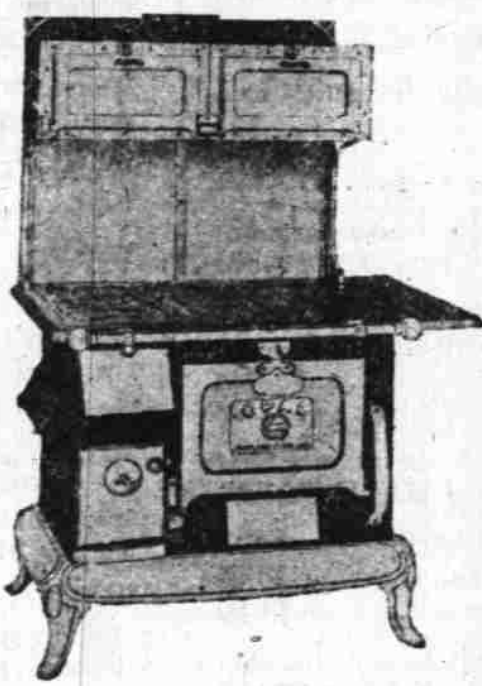
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