

STATE HIGHWAY CONSTRUCTION IN MARION COUNTY AND SALEM DISTRICT

At the End of the Present Season the State and Marion County Will Have Expended Approximately a Million A Hundred and Fifty Thousand Dollars, and Not a Foot Will Remain Unpaved — Work on West Side Highway.

The award of a contract for paving 8.6 miles of the Pacific Highway beginning at the south city limits of Salem and extending to the north end of the Jefferson improvement by the State Highway Commission at their last meeting completes the last gap in the paving of the Pacific Highway in Marion county.

This means that by the end of the working season, Salem people can travel on a paved road from Salem to Albany on the north, and to Portland on the south.

It is now two years since the State Highway Commission began paving operations on the Pacific Highway in Marion county, the first pavement having been laid near Brooks in April of 1919. That year pavement was laid from Aurora to a point about one mile south of Brooks, a distance of approximately 13 miles. The next year, 1920, pavement was completed from Brooks to Salem.

The pavement laid on this entire section between Salem and Aurora is standard five-inch bituminous pavement sixteen feet wide, on gravel or crushed rock sub-base with gravel shoulders.

In 1920, a stretch of pavement

was completed from the city limits of Jefferson north for a distance of six miles. This is also standard five-inch bituminous pavement laid on crushed rock and gravel sub-base.

The contract just awarded for closing the gap from Salem south is for 8.4 miles of seven-inch Portland cement concrete pavement sixteen feet wide with gravel shoulders. The reason for adopting the concrete type is that the location is on a new grade through clayey soil and it was thought advisable to construct a heavier type than necessary on an old well graded and traveled road like the section of the Pacific Highway north of Salem.

This new location of the Pacific Highway south of Salem follows out the old Jefferson way or Jackson Hill road except that before Jackson Hill is reached a swing is made to the east and the highway goes around the hill instead of over it. The new route is direct and avoids the undulating grades of the Liberty road and the steep Ankeny hill, and is one mile shorter.

Marion county graded this section in 1919 and 1920 with

their own forces under the supervision of Roadmaster Culver. It was graded by the state in 1920.

The length of the Pacific Highway in Marion county from the Marion-Clackamas county line at the center of the Pudding river near Aurora on the north to the Marion-Linn county line near Jefferson on the south is approximately 42 miles.

The expenditures by the state on the Pacific Highway in Marion county are as follows:

Paving Aurora to Salem	22.2	\$234,395.97
Paving Salem-South	8.4	\$2,027.41
Paving Salem-South	8.4	\$20,000.00
Paving Jefferson-North	6.0	\$20,000.00
Total		\$111,900.38

In addition, Marion county has graded the entire roadbed and constructed the necessary small bridges between Aurora and Jef-

erson at a cost of approximately \$150,000, and paved one mile in 1916 just north of the city limits of Salem.

The only grade crossing of the Southern Pacific railroad in the county is the crossing near the Valley Packing company plant, north of Salem. It has been proposed to build an overhead structure crossing the tracks at right angles, continuing the Pacific Highway on the east side of the tracks and swinging the Silverton road to the north and both highways crossing on one structure.

The bridge over the Pudding river, just north of Aurora, must be replaced in the near future and becomes a joint obligation of Marion and Clackamas counties.

In Polk county it is to be regretted that the State Highway work has been retarded by litigation. In 1919 the Highway Commission located the West Side Highway from McMinnville through Amity, Holmes gap, Rickreall, Monmouth, thence direct south to the Polk-Benton county line and from thence south to Corvallis. Spurs were also located from Rickreall to Dallas and Monmouth to Independence, and also a new state highway was added to the map, the section from Rickreall to Salem. Contracts for paving were let the same year for paving between Salem and Dallas 13.1 miles, between Rickreall and Monmouth to Independence 7.8 miles, and from Amity to Holmes gap 8.3 miles. The pavement on all sections is five-inch bituminous type on gravel sub-base 16 feet wide with gravel shoulders except about three miles of the Rickreall-Monmouth-Independence section which is two inches thick laid on a six-inch crushed rock sub-base.

All projects were begun in 1919 and the Amity-Holmes gap and Monmouth-Independence section, although hindered by injunctions,

were completed in 1920. The Salem-Dallas project was completed in July and on account of litigation instituted against the Highway Commission work was stopped at that point.

Polk county is obligated to pay for the grading and bridges on these projects. The expenditures by the State have been:

Grading and paving Salem-Dallas	13.1	\$17,101.37
Grading and paving Amity-Holmes gap	8.3	\$21,588.89
Grading and paving Rickreall-Monmouth-Independence	15.7	\$21,123.73
Total		\$59,814.09

There remains now only three sections of the West Side Pacific Highway uncompleted between McMinnville and Corvallis. One of these is Yamhill county between McMinnville and Amity which is advertised for construction next month. The remaining two sections between Holmes gap and Rickreall and between Monmouth and the Polk-Benton county line remain unpaved for.

It is regretted that the completion of the entire West Side Pacific Highway has been blocked by the refusal of the Polk county court to prepare the grade on the location adopted by the Highway Commission, but it is anticipated that under authority given by the last legislature that the Highway Commission will grade the remaining gaps this year so that that road bed will settle and be ready for pavement in 1922.

No doubt the completion of the West Side Pacific Highway will bring many visitors to Salem. Tourists who wish to see the Willamette valley will find it convenient to enter the city from the north and return on the other. A loop trip from Portland to Oregon city through Aurora to Salem and return via Rickreall, Amity, McMinnville and back to Portland, and on paved roads all the way will be possible in 1922. Approximately \$1,150,000.00 will have been spent by the state and Marion county in improving the Pacific Highway through Marion county, and the only spot which will remain unpaved, when the present contracts are completed, is within the city limits of Salem at the north entrance to the city. The two sharp right-angle turns at the north end of Capitol street should be eliminated by continuing the street through to intersect Fair Grounds road. If these improvements are given a favorable impression of the city instead of the dusting and bumps he gets now in traveling the graveled streets at the north city limits. Other Oregon cities are paving their connecting streets to the Pacific Highway and getting rid of high maintenance costs of gravel surfacing; Salem should, also.

The State Highway Commission employs in its offices in the Capitol building, fifty persons, and the monthly payroll is \$11,259.17. In the repair shops and warehouses located at the east city limits, 75 persons are employed, and the monthly payroll there is \$8,341.70.

(The matter of the provision for the paving of the unpaved strips in Salem is being cleared up—and, by the time the section of the Pacific Highway to the south is completed, if not long before, the stretch within the city limits from the Fair grounds store to the Valley Packing Co. and beyond the Southern Pacific track, will have been paved. Also, the unpaved portion of Summer street, leading to the Fair grounds road, will also have been paved. So the city of Salem will not be in the way of the Pacific Highway being provided with paving clear through Marion county. Albeit, the time should soon come when Capitol street is straightened out and paved—or Seventeenth or Sixteenth street, and also a crossing made over the track of the Southern Pacific for both the Pacific Highway and the County Market Road to Silverton.—Ed.)

It strikes one that the sultan of Turkey must be accustomed to being scorched by this time.

STOMACH UPSET?

Get at the Real Cause—Take Dr. Edwards' Olive Tablets

That's what thousands of stomach sufferers are doing now. Instead of taking tonics, or trying to patch up a poor digestion, they are attacking the real cause of the ailment—clogged liver and disordered bowels.

Dr. Edwards' Olive Tablets arouse the liver in a soothing, healing way. When the liver and bowels are performing their natural functions, away goes indigestion and stomach troubles.

Have you a bad taste, coated tongue, poor appetite, a lazy, don't-care feeling, no ambition or energy, trouble with undigested foods? Take Olive Tablets, the substitute for calomel.

Dr. Edwards' Olive Tablets are a purely vegetable compound mixed with olive oil. You will know them by their olive color. They do the work without griping, cramps or pain.

Take one or two at bedtime for quick relief. Eat what you like. 15c and 30c.

THE AUTOMOBILE OWNERS OF OREGON SAVE \$2,800,000 ANNUALLY ON TIRES

They Save That Vast Sum by Having Mostly Resilient, Smooth, Bituminous Pavements on the Streets of the Cities and the Highways of This State — Time Is Coming When This Will Have Significant Bearing.

(The following article has been kindly written for this edition of The Statesman by an expert in his line, who has given the matter of which he writes long and careful attention.)

A new angle in street and highway construction that is of economic interest to the automobile user is the effect of pavement surfaces on tire upkeep.

In September, 1920, the Automobile and Aircraft magazine published an instructive article on this subject after a thorough investigation made among drivers operating in the vicinity of Los Angeles. The following comments are significant:

"A representative of Aircraft & Aircraft recently interviewed the stage drivers who operate out of Los Angeles to the different tributary points. He was surprised to learn that a standard cord tire placed on a Packard Twin Six, said to be one of the easiest automobiles on tires in existence, is good for but 3,000 miles on asphalt or field run. Further, on good authority it was learned that good standard ribbed tread cords last but ten days on the front wheels. On the rear wheels non-skid cords last three weeks. The highway from Los Angeles to Bakersfield is an un-surfaced Portland cement. The same make tires have given 13,000 to 17,000 miles on the run from Los Angeles to San Diego. This highway is practically all surfaced with oil or asphalt.

"These tires cost in the neighborhood of \$75. Thus there is a clear saving of \$600 a month to each bus operator on asphalt or surfaced road."

The grinding effect on tires of a rough, gritty, rigid, non-elastic pavement surface, such as concrete, has possibly not been given much consideration by the automobile user; neither has the saving which the smooth, resilient, elastic, bituminous pavement has effected on tire upkeep been given much thought or attention. With the ever-increasing use of the automobile as a means of conveyance and its attendant consumption of tires, the time is not far distant when the subject of the effect of pavement surfaces on automobile tires will bear significant relation to the adoption of pavement types for our city streets and country highways.

Oregon's highways are principally surfaced with bituminous pavement. Of what economic significance does this imply to the automobile user? The answer is apparent by the following illustration:

There are in use in the state of Oregon approximately 80,000 automobiles. Suppose, for example, that motorists were compelled to drive over rough, gritty, rigid concrete roads the year round. On the other hand, let us assume that the automobiles may be driven the year round on bituminous pavement as is practically the case in Oregon. It is safe to assume, from the investigation made by Aircraft & Aircraft, that at least one tire per car per year is saved by reason of Oregon's highways being constructed with bituminous pavements. Assuming that only one tire per car per year is saved, and that the average cost of each

tire is \$35, the 80,000 automobile users of Oregon save on their tire expenditures the sum of \$2,800,000 annually—a sum equal to the cost, at an average of \$40,000 a mile, of 70 miles of hard-surface roadway per year; or, in other words, an amount one fourth as great as the state of Oregon has available for 1921 construction of improved highways, independent of federal and county participation.

Coincident with the rapid development of our city street and county highway pavements, the effect of pavement surfaces on tire upkeep is a subject that is destined to receive greater recognition in the selection and adoption of pavement specifications.

WORK ON PAVED MARKET ROADS

(Continued from page 3)

The Market Road program will be commenced about April 1. The paving—the putting on of the "hot stuff"—will go forward in June, and all the work will then be pushed till the winter rains set in; and a much greater showing, all things favorable, will be made this year than it was possible to make last year, owing to the large amount of grading and rocking that had to be done in 1920, to say nothing of the grading and rocking for the Pacific Highway. The extent of the latter in Marion county has been considerable, costing the taxpayers of this county approximately \$150,000 to grade and prepare the line of the Pacific Highway through this county.

It is expected that at least 20 miles of Market Roads in Marion county will be treated to the "hot stuff" this year, connecting the principal towns with the highways—putting a large portion of the county permanently free of the mud of winter and the dust of summer.

There will be three years after this year, of the Market Road program; and, the writer presumes, that the work will then be pushed right on, for the necessary paved roads in the market road program and improvement will that time be demonstrated, the maintenance of the highways will cost enough less than the old way of "summer mowing" the roads that there will always be some road money extensions, even without levying the county tax, especially since the county's portion of state vehicle tax will be so large enough finally to pay all the paved highways in this county in repair.

It is a great program. It is making Marion county over, along progressive lines. W. J. Culver is the very best road master of Marion county. He has the backing of Judge W. M. Husby, who is well a surveyor and road engineer, and of Commissioners J. T. and W. H. Goulet, who are practical men and who have a thorough understanding of road work. L. S. Lambert of Stayton, Frank Johnson of Howard, are deputy road masters during the busy working season there are various townships of the road work going forward.

Cut This Out—It is Worth While. Cut out this slip, enclose 5c and mail it to Foley & 2345 Sheffield Ave., Chicago, writing your own name and address clearly. You will receive a trial package containing Foley's Honey and Tar Compound, colds and croup, Kidney Pills for pains in back; rheumatism, backache, Foley Cathartic Tablets, a whole lot of some and thoroughly cathartic for constipation, nervousness, headaches, and bowels. Sold everywhere.

As we grow older we have to conclude that there is no method by which the old may be safeguarded.

THE ONE MAN WADE

Does 10 Men's Work

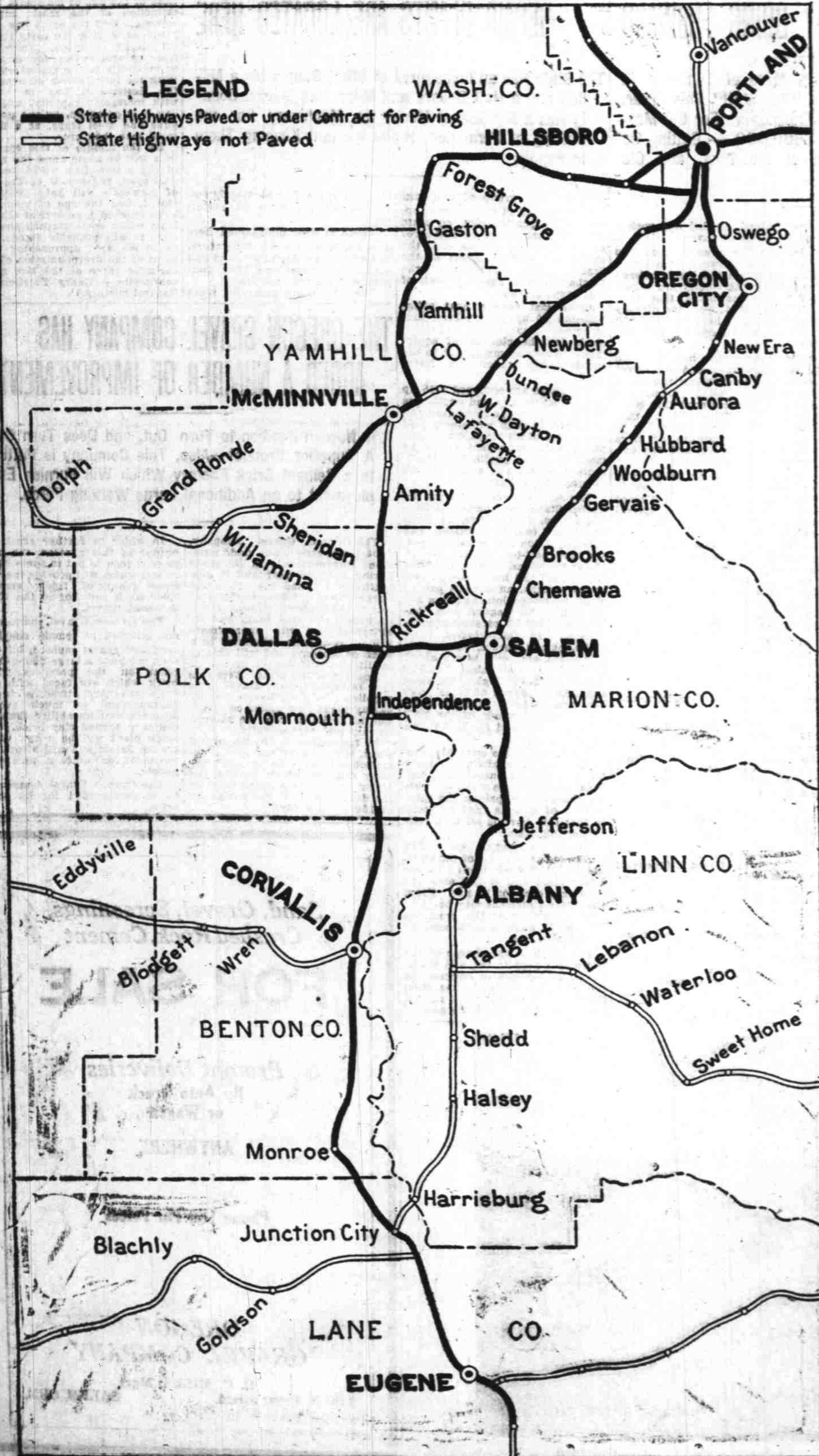
One man and a WADE cuts from 25 cords a day.

Low cost of operation and maintenance. Light, rugged and durable.

New single wheel design enables one man to mow WADE anywhere and operate it alone.

Come in and let us show you why the WADE is the greatest labor and time saving invention in 20 years.

Lot L. Pearce & Son
236 North Commercial St. Salem, Ore.



Capital Bargain House

Is the Firm's New Name

The Capital Junk and Bargain House has divided its operations into two separate and distinct departments. Each department will occupy a separate part of their place of business, 215 Center street. The front of the building will be devoted to buying and selling all kinds of merchandise, and will be known as the Capital Bargain house.

This department which will buy and sell furniture, machinery, plumbing supplies, tools, implements, has already a large supply of these goods on hand at bargain prices.

If you need anything in this line, it will pay you to come and look over our stock and ask our prices.

House builders will find our stock of plumbing supplies very complete.

Capital Bargain House

215 Center Street Phone 398