

Salem Is the Official and Industrial Center of the Great Paved Roads Activities of the State of Oregon, with the Best System in the Entire World

THE NEW OREGON HIGHWAY LEGISLATION SOON TO BE EFFECTIVE WILL HELP MATTERS IN MANY WAYS

The Two Cents a Gallon on Gasoline, with Farm Tractors, Stationary Engines, Boats and Other Industrial Uses Exempted (about 11 Per Cent of Total) Will Bring in About \$1,000,000 Annually—Auto and Truck Schedules Will Increase Revenues About 25 Per Cent for Former and 10 Per Cent for Latter; While in Most Cases Will Not Be Higher Than Property Tax Would Be; If Later Were Paid

The legislature in the session recently adjourned enacted both creative and corrective legislation and was particularly favorable to highway matters, providing better working laws, increased revenues, additional bonds for construction, provision for maintenance, and regulatory means of protecting roads already built from abuse. As a result Oregon now claims the most progressive road legislation among the states.

A \$7,000,000 bond bill providing for additional bonds up to the per cent constitutional limit, was passed in both houses almost without debate. On the present valuation of the state this would bring the bonds authorized up to approximately \$40,000,000, of which \$20,500,000 have been sold to date.

The first bond issues limited the interest rate to 4 per cent and later issues were limited to 4 1/2 per cent. During the past year this has resulted in a heavy discount. The present legislation has remedied this by permitting the State Highway Commission to set the interest rate up to a maximum rate of 6 per cent, or to ask for bids on the interest.

Authority has been given the Commission also to issue short term bonds when it appears to be in the interest of the state to do so. This makes it unnecessary to sell long term obligations when the bond market is low.

Increased revenue was provided by an additional 1 cent tax on gasoline. A new feature of this law is that gasoline used for farm tractors, stationary engines, boats and other industrial uses are exempted from the payment of this tax. This exemption is secured by the consumers on application to the secretary of state for refund. It is estimated that only about 11 per cent of the total consumption would be exempted. There has been some doubt expressed as to the constitutionality of the exemption feature of this law. It is thought that the most equitable of all the taxes for highways, as it places the cost on the people who use the roads.

A measure of far-reaching importance is the act empowering the State Highway Commission to make such changes in the location of state highways previously located by statute, as in the judgment and discretion of the Highway Commission would result in better alignment and more advantageous and economical highway construction or would contribute to and afford a better or more serviceable system of state highways. The purpose of this measure was to correct some roundabout locations in the original state highway act.

The legislation very wisely refused to put any new state highways on the map. Thirteen new state highways passed by the 1920 special session and vetoed by the governor, came up again and the legislature sustained the governor's veto. Three more attempts were made this year to place additional roads on the map but were defeated each time. This was a warning to others. The main highways now designated must be completed first.

The Roosevelt Coast Military Highway, which was first proposed to be constructed in 1919 as a military road along the coast and for which \$2,500,000 was appropriated by vote of the people and for which strong representation had been made for federal assistance as a military necessity,

was finally placed upon the state highway map, but no direct appropriation was made for it. The original highway act, in designating the highway system, provided that when the roadbed had been graded by the counties to state highway standards, the state should pave. In one instance, a county has refused to co-operate to the extent of grading the roadbed, which threatens to make a gap in an important through highway. New legislation gives the state the authority to grade the roadbed when the counties refuse, and makes provision for refunding the expenditures by the state on this account from funds due the county from the motor vehicle license receipts.

On the recommendation of the governor, the cutting of shrubbery or stumps of timber on the right of way for a state highway, except by permission from the State Highway Commission, was prohibited; also authority was given to the Highway Commission to acquire by purchase, donation or by condemnation proceedings a strip of land on each side of the highways for parks, view of the increased gasoline tax, the Commission would meet the total expense of maintaining the state highways which had been improved by the state for the next two years.

The State Highway department revolving fund, used to meet current payroll obligations and emergency purchases, was increased from \$50,000 to \$75,000, also the statutory limit of \$500,000 on the State Highway engineer's salary was removed and the Commission given authority to fix the rate.

An attempted raid by the city of Portland to secure a portion of Multnomah county's share of the motor vehicle license was frustrated, as it was feared that other counties would endeavor to dip into county funds.

A measure which may become of far-reaching importance in the future is the district bonding bill, which will permit districts of any size to bond themselves for highway improvement. Under this law a district may be formed out of a few small communities who wish to build a connecting road to the main highway, or it is the statutory limit on the formation of districts which may include parts of several counties which are interested in the construction of through highways. A requirement of the law is that the boundaries of the districts must be approved by the State Highway Commission and that surveys and specifications for the roads must be made by the highway department.

Of interest to contractors is an amendment permitting payment up to 97 per cent of estimates earned by the contractors. The old law required the Commission to retain 15 per cent of amounts earned until the contracts were completed and the work accepted by the engineer. The new law will permit of a graduated scale of retained percentage, a greater amount being retained at the beginning and tapering off to 3 per cent at the completion, with a corresponding saving in interest charges to the contractor.

The motor vehicle code has been changed to a considerable extent. A conference looking toward the adoption of uniform laws in Washington, Idaho and this state was held, with the result that the recommendations of the conference were adopted, which provide for uniform regulations for drivers, registration, lights, rules of the road, registrations, etc., in the three states. The maximum loads, speed of trucks, license fees, etc., was worked out separately by each state.

In Oregon the new code limits the combined weight of truck and load to a maximum of 22,000 pounds. On a vehicle having a total tire width of less than 30 inches, the concentrated weight bearing on the surface of the road shall not exceed 500 pounds per inch width of tire, and on vehicles having a total tire width of more than 30 inches the concentrated weight shall not exceed 600 pounds per inch width of tire. Tire width is defined as the width of the cross section between the flanges at the base of the tire, as commonly measured and rated by the manufacturers.

Allowable speed limits for trucks are as follows:

| | |
|-------------------------------------|----|
| Not in excess of miles per hour. | |
| Combined weight of vehicle and load | |
| 6500 lbs. | 20 |
| 9500 lbs. | 25 |
| 12500 lbs. | 22 |
| 16500 lbs. | 20 |
| 22000 lbs. | 18 |

The present law bases the license fees on trucks on manufacturers' rated capacity. This was obviously unfair, as the ratings varied to such a great extent that trucks of equal weight and capacity built by different manufacturers paid different license fees. A new schedule was provided in the new law based on tire widths, which meets this objection.

License fees for Trucks and trailers:

| | |
|---|---------|
| Less than 14 inches and not over 14 inches. | \$25.00 |
| Over 14 inches and not over 17 inches. | 42.00 |
| Over 17 inches and not over 22 inches. | 57.50 |
| Over 22 inches and not over 26 inches. | 65.00 |
| Over 26 inches and not over 30 inches. | 82.50 |
| Over 30 inches and not over 36 inches. | 100.00 |
| Over 36 inches and not over 40 inches. | 120.00 |
| Over 40 inches. | 140.00 |

Horsepower is used as a basis of determining the present automobile license fee.

WORK ON THE PAVED MARKET ROADS OF MARION COUNTY GOING FORWARD

There Will Be At Least Twenty Miles of Highway In This County Treated to the "Hot Stuff" This Year, And the Total Good Roads Expenditure For Old Marion in 1921 Will be Over \$600,000 — Getting Up Out of the Mud and in Out of the Dust, and Old Marion Being Made Over.

At a special election held on June 3, 1919, the county court of Marion county was authorized to sell bonds in the amount of \$850,000, to be used for permanent road construction, to be met by a like amount to be raised by direct taxes.

A Market Road program was marked out and 34 different roads designated as Market Roads; the system provided for the improvement of the roads connecting all the cities and towns in the county; the amount to be expended on the different roads being determined by the assessed valuation of the property in the several market districts to be benefited.

The work was commenced immediately following the election, and during the summer and fall of 1919 much grading and rock work was done and 2 1/2 miles of paving laid.

During the year 1920 the work went ahead rapidly; two new paving plants were put up, one at Aumsville and another at Mt. Angel. Fifty miles of roads

mobile license fee. A new schedule based upon weight of cars has been arranged which appears to be more equitable in that the heavier cars pay more in proportion to the damage they do to the roads.

Schedule for automobile license fees:

| | |
|-------------------|---------|
| 1700 lbs or less. | \$15.00 |
| 1700-2100 lbs. | 22.00 |
| 2100-2500 lbs. | 28.00 |
| 2500-2900 lbs. | 34.00 |
| 2900-3300 lbs. | 40.00 |
| 3300-3700 lbs. | 47.00 |
| 3700-4100 lbs. | 55.00 |
| 4100-4500 lbs. | 62.00 |
| 4500-4900 lbs. | 71.00 |

It will be noted that in Oregon no property tax is paid on automobiles, this having been eliminated by the 1919 legislature, it having been found by actual statistics that 50 per cent of the owners were evading the tax. The total license fees charged in most cases are less than the property tax would be, particularly on the old cars.

STATE HIGHWAY AND MARKET ROADS REPAIR PLANTS ARE LOCATED HERE

The State Has an Investment of What Stands for a Million and a Half Dollars and More, and Marion County Has a Big Sum of Money in Machinery For the Making of Permanent Highways and Keeping Them In Repair.

There is a group of buildings at the end of State street, opposite the penitentiary, on state grounds, that occupy several acres of floor space. These are the shops and storage rooms of the State Highway department; the mechanical and repair branch of this great service.

Since last year a neat office building 20 by 60 has been constructed, also three additional sheds for the storing of equipment. There seems no end to the requirements under the latter head.

The shops are equipped with up to date machinery and appliances of all kinds for the rebuilding and repairing of road machinery and equipment of all kinds. The whole plant, with equipment and road machinery and appliances, represents a million and a half dollars of money and more.

The state has received from the United States government 23 five-ton trucks, 21 four-ton, 16 three-ton and a half ton, 89 three-ton, 148 two-ton, 7 ton and a half trucks, and one half-ton truck. Also a 15-ton Cleveland tractor, 138 Holt tractors of 120 horse power, two plant, a 120-ton locomotive, a 16-ton roller, 18 wagons, two concrete mixers, 33 passenger automobiles, 10 motorcycles, and tanks, pumps, forges, ranges, repair parts, etc., worth about \$1,400,000, and also 765,000 pounds of TNT high explosives and 50,000 pounds of black powder, and 250,000 blasting caps, etc., 200,000 pounds of the TNT being yet on hand for this year's work.

The shops of the state highway department are available for work for the various institutions and departments of the state, each being charged cost prices; the same is true of various road projects, so that this work is all on a self-supporting basis.

After distributing some 134 trucks to the counties of the state, the highway department still has 187 trucks, and it has also 124 passenger cars for its use. From the latter statement may be gathered something of the great extent of the work in hand, needing superintendence.

C. L. Grutze has charge of the equipment department, and W. H. Burtis is automotive engineer at the state shops, and has been there ever since that work started with one man. There are now 56



Bituminous pavement along the Willamette river on the Salem-Dallas Highway near Salem, paved in 1920

fitted up in the Capitol building, saving much expense and adding to the efficiency of operations.

Marion County's Shops.

Marion county has her shops out near the end of Center street, opposite the asylum grounds. Another building has been added since last year, 40 by 54, giving additional shed room. There is a blacksmith shop, welding outfit, lathe, etc., and two men are constantly employed, and additional men during the busy season. Marion county has 27 trucks, 4 caterpillar trucks, 4 big graders, 7 big steam rollers, 3 smaller rollers for paving work, several smaller graders, several repair outfits and a great many tools. The county has a big sum of money invested in equipment, and very little new machinery has been needed lately, or will be needed soon; but a good deal of expense is necessary constantly in keeping everything in repair and good working condition. The buildings at the county storage and repair plant cover a lot of space and have cost a large sum of money.

AGE OF MAMMALS ENDING

The beginning of the age of man, some 500,000 years ago, roughly estimated as the close of the age of mammals, marks in reality but the beginning of the close of the age of mammals. The extinction of the most superb mammals that the earth has ever produced, during the early stages of human evolution, progressed from natural causes, due directly or indirectly to the glacial epoch. With the introduction of firearms the destruction has proceeded with increasing rapidity, and today it is going on, by the use of guns and steel traps, at a more rapid rate than ever. By the middle of this century man will be alone amid the ruins of the mammalian world, he has destroyed, the period of the age of mammals will have entirely closed, and the age of man will have reached a numerical climax, from which some statisticians believe it will probably recede, because we are approaching the point of the overpopulation of the earth in three of the five great continents.—(Henry Fairfield in Natural History.)

THE OREGON GRAVEL COMPANY HAS ADDED A NUMBER OF IMPROVEMENTS

It is Now in Position to Turn Out, and Does Turn Out, A Superior Product—Also, This Company is Putting In a Cement Brick Factory Which Will Furnish Employment to an Additional Large Working Force.

The Oregon Gravel company, 1405 Front street, has made numerous improvements in its plant during the past year and is now putting a railroad spur from the Oregon Electric tracks to the river side of the bunkers. This spur will be about 900 feet long, and its estimated cost will approximate \$5000. It will be completed in a week or ten days and will greatly facilitate the shipment by rail of the output of the plant. With this spur in operation the gravel to be supplied to the Marion county paving plant, now under construction at Scollard can be shipped quickly and economically.

In order to further crush the output of this grator, the company is soon to put in some 28x16 rollers which will provide the very finest quality of finely crushed rock much superior to the finest screened gravel. The Oregon Gravel company is not satisfied to remain simply a sand and gravel concern, but will soon complete a large Shobe Brick plant on the premises. These brick which are faced with concrete are very attractive in appearance and of much greater strength and durability than the ordinary burned clay brick. This brick plant will be a new industry for Salem and will afford employment for quite a number of people. The Oregon Gravel company is to be commended for its enterprise.

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DATES OF SLOGANS IN DAILY STATESMAN (In Twice-a-Week Statesman Following Day)

- Loganberries, Oct. 7.
 - Prunes, Oct. 14.
 - Dairying, Oct. 21.
 - Flax, Oct. 28.
 - Filberts, Nov. 4.
 - Walnuts, Nov. 11.
 - Strawberries, Nov. 18.
 - Apples, Nov. 25.
 - Raspberries, Dec. 2.
 - Gint, Dec. 9.
 - Great cows, Dec. 16.
 - Blackberries, Dec. 23.
 - Cherries, Dec. 30.
 - Pears, Jan. 6, 1921.
 - Gooseberries and Currants, Jan. 13.
 - Corn, Jan. 20.
 - Onion, Jan. 27.
 - Onions, Feb. 3.
 - Potatoes, Feb. 10.
 - Bees, Feb. 17.
 - Mining, March 3.
 - Goats, March 10.
 - Beans, March 17.
 - Paved highways, March 24.
 - Broccoli, March 31.
 - Silens, April 7.
 - Lebanese, April 14.
 - Apparatus, April 21.
 - Grapes, April 28.
 - Drug garden, May 5.
 - Sugar beets, May 12.
 - Sorghum, May 19.
 - Cabbages, May 26.
 - Poultry and Pet Stock, June 2.
 - Land, June 9.
 - Dehydration, June 16.
 - Hops, June 23.
 - Wholesale and Jobbing, June 30.
 - Cucumbers, July 7.
 - Hogs, July 14.
 - City Beautiful, flowers and bulbs, July 21.
 - Schools, July 28.
 - Sheep, Aug. 4.
 - National Advertising, Aug. 11.
 - Seeds, Aug. 18.
 - Livestock, Aug. 25.
 - Automotive Industry, Sept. 1.
 - Grain and Grain Products, Sept. 8.
 - Manufacturing, Sept. 15.
 - Woodworking and other things, Sept. 22.
 - Paper Mill, Sept. 29.
- (Back copies of Salem Slogan Editions of The Daily Oregon Statesman are on hand. They are for sale at 10c each, mailed to any address.)



Between Salem and Jefferson on the Pacific Highway in Marion county; paved in 1920.