SALEM, OREGON, THURSDAY MORNING, MARCH 22, 1923.

THE BEST SYSTEM OF PAVED ROADS OF ANY OREGON COUNTY IS TO BE ABOUT FINISHED IN MARION IN 1923

It Is Also the Cheapest System of Market Roads Built in to know that the original program the Whole United States—and in the Building of the has been lived up to, to the let-System the Entire Cost of the Five Plants and All the but Road Machinery and Equipment Will Have Been Ab- closed show that the county is sorbed—Handing All These Over to Future Projects living absolutely within its means of the Kind in This County Without Money and With-

Marion county is working on a this year will total 25 to 30 miles. market road program that was It will be the largest year's work. sanctioned by popular vote, au- The three first years netted 64 year program, with two years grading for inture hard surfacing. more to run-this year and next. The original program caled for miles of paved market roads and 50 miles of graveled roads connecting with them-joining all the principal towns of Marion county together with highways that can be traveled every day in the year in comfort.

Paving Work for This Year. The following is the program for the paving work of this year: Salem-Silverton road, about a third of a mile at the Pudding river bridge.

in connection on the road from Mt. Angel to Woodburn.

quam road.

Pave some road between Mt. Angel and Bethany. from Kaiser school house towards alone.

Continue paving from Swegle chool house to Pratum. Continue paving on the Geer oad from the Wilson place to-

wards Geer station. Pave road from Macleay Pave from Stayton est Stayton.

Complete paying between Subnity and Stayton. Pave from Jefferson Green's bridge

Pave from Looney school house on the Pacific highway towards

the Pacific highway towards Park-

Pave from Hubbard towards Continue paving from Aurora

to Donald. Five Paving Plants.

L. S. Lambert: Scollard, near West Woodburn,

Mt. Angel, directed by F. O.

four years.

The 64 miles paved in the first three years and the 25 to 30 miles to be hard surfaced this year will make almost 100 miles. Add to paved market roads, on 31 of the cient to keep proper records. Finish two bridges and paving this the 36 miles of hard surfaced road on the Pacific highway in Marion county, running north Finish the road from Silverton and south from Jefferson to Au- age 24.05 miles was paved this to Pine Tree corner on the Mar- rora, and Marion county will have Continue paving from Silverton Oregon outside of Multnomah Mt. Angel and Scollard. county. To this must be added many miles of paving in Salem and the other cities and towns; paving alone, exclusive of the cost chine shop proper, blacksmith and in closer touch with the La Continue paving on river road not far from 100 miles in Salem of grading and draining. Grading shop, paint shop, curtain and top Grande division office of the de-

So, at the end of the season of

work now opening, the five year

ly finished-five years work in

program will have been practical-

The work of next year will be

largely devoted to finishing up:

were seasoning under travel in

After Next Year, What? Then add several miles in the program for next year - the work. After that, what?

Well, there will still be some keep and interest and payments on the serial bonds.

But the five plants will be all paid for; and all the road machinery, and the shops in Salem. first 100 miles and over of paved ticable. There are some exceptother road machinery. All the with Hedda Swart as deputy road- E. A. Hinz is chief clerk. roads. So future roads in other tions to the 16-foot rule on steep market roads are built directly master. sections will get part of the ben- hills where there is only a nine- by the county, from county funds, efit from having the plants and foot paved way, the rest being and this machinery is used with machinery and equipment, already graveled and left unpaved for no charge. But there are many Woodburn, to Scotts Mills, to the equipment department over work is carried on under the impaid for. So it is not likely that horse traffic because horses can- of the districts and incorporated Marquam, to Willard, and be- the entire period during which the mediate supervision of N. M. Finkthere will ever be a year during not keep their footing on a steep, cities and towns that have their tween Salem and Silverton. The state has owned and operated biner, assistant testing engineer. There are five county paving which some new paving on the smooth pavement when going up own special road taxes and road plant is not as large as the one equipment, it is found that the plants located at different points Marion county market roads will hill. throughout the county, as fol- not be done; even without the No Marion county roads are leases its outfits to these for a roadmaster, is in charge of this stock and plant at the end The shops will always be here; sale of any more bonds. It is built by contract. The county fair rental, so that a proper hal- plant. Stayton, under the direction of likely, however, that the extra purchased all the machinery and lance is maintained on the county From the Scollard plant, which \$380,318.15. During the 1921-22 forces will always be here. Salem work for two or three years after hires the men. This is a rather funds. The county operated, on is in charge of L. A. Van Cleave, biennium the equipment depart- will always be the central point Salem, under the direction of 1924 will be largely confined to unique partnership. More than a rental basis of 15 cents a square deputy roadmaster, 5.20 miles of ment was not only self-supporting, for the coming and going of outgrading in preparation for future 400 men have been employed by yard for the paving laid, some of paving was laid during 1922, on but it netted a profit of \$102, side forces, contractors, etc. The hard surfacing; leaving the new- the county this summer. Every its paving plants for such special the roads to St. Paul, to Mt. An- 954.46. Applying this profit to hand is to the plow; there will be drug under the direction of L. A. Van er roads especially a good deal of man is a resident, and almost road construction, such as the gel, between Hubbard and Needy, reduce the amount of the total no turning back. There will altime to pack down—to season; in every one a property taxpayer in paving here in Salem, and the between Aurora and Donald, and prior net cost leaves a balance of ways be paved roads, and new preparation for hard surfacing.

Jefferson, director not yet ap- auto license and market road pride and personal profit to get amounts to several thousand doi- The Stayton plant is unmoney; all the state money, as as much good road service for lars a year, paid by the local dis-der the command of L. S. Lam- 1922. Opposite this net cost of exact science. The paving work planned for it has done in the past.

M. M. Bushey, county judge, and J. T. Hunt and J. E. Smith, county commissioners, are the men behind the program, under whom W. J. Culver, county road-

Program Closely Followed.

At the close of the road work for 1922, The Statesman con- The tained a long review, in which the following facts were set out:

It will interest every taxpayer ter. The roads are not all built, the costs for the year just and standing by its original cost estimates. It was figured then that the roads would cost \$15,000 a mile for grading and hard surfacing. They have cost that, almost to the cent, the negligible difference being a saving instead thorizing bonds to be issued in miles of hard surfaced road, with of a higher cost. This is in the the sum of \$850,000. It is a five- a great deal of graveling and of face of the fact that costs have materially increased since the first estimates were made; they were far higher in 1920 and 1921 but even so, the average has fall-

en inside of the original estimate. That cost of \$15,000 a mile for the quality of hard surfaced road built in Marion county is believed the United States. That is about closing up; joining the pieces that the finest part of the whole story-the best roads built for order to make them safe to pave. the least money.

Pavement Totals 64 Miles. The county now has 64 miles of

34 officially designated market roads in the county that cover 150 miles. Of this paved road mileyear, from the four countythe best paved road system in owned plants at Salem, Stayton, This 24.05 miles of paving this year cost \$9159 per mile for the

is always done the year before shop, etc., and the storage ware- partment. A small stock of special paving, to have the roadbed thoroughly settled and drained before as a unit and employes are as-carried at this branch shop, and putting on the hot stuff. The signed from one to another as a few trained mechanics are emfifth year. There will be \$105,000 roadbed is given a heavy founda- may be required for most efficient ployed. R. A. Farnam is foreman bonds yet to sell for next year's tion of rock or coarse gravel be- operation. The machine shop of the La Grande shop. fore the hot top dressing, the un- proper is well equipped for all. The large amount of equipment patented "Topeka mix" formula of bitulithic concrete, is laid for made to produce. The result that have patents to sell. nually over \$50,000 for its share a finish. This coating is four shows in the exceptionally low inches thick, but tests sunning cost and the superior quality of She gets \$80,000 to \$100,000 a back for seven years in Marion the work done. A man works telyear from the market road funds. county show that the road stands ter for himself than for a foreign Against this, there will be up- up with the best roads laid un- boss. specifications.

Sixteen-Foot Roadway Used.

the county. The roads are "our" strip on the Pacific highway just at Gervais, to connect with the \$277,363.69, which represents the paved roads; more and more of The county will match all the roads. It is a matter of personal north of Salem. This rental fund Pacific highway. every dollar, as the dollar can be tricts that use the county outfits bert, county roadmaster. It laid

THE SHOPS OF THE DREGON STATE HIGHWAY DEPARTMENT ARE IN SALEM

Equipment Department Shows a Profit Large Enough to Soon Wipe Out the Cost of the Entire Plant and the Machinery and Appliances-It Will Be Necessary and in the Interest of Economy to Maintain the Shops Here All the Time in the Future.

to superintend the work in the

buildings and grounds and the

loading, unloading and other

La Grande Branch Plant.

It has been found advisable and

economical to operate a branch

shop in eastern Oregon for the

ery, automobiles, trucks and trac-

tors in service in that district.

Record of Year Shown.

3.7 miles of road between Aums-

ville and Sublimity, between

Bonds are Matched.

In paying for these roads the

There are many localities that want more paved roads. With

rora plan is completed with the

Marion Has Record.

Roads cost money-lots o

West Stayton.

During the past year the fol-

handling of heavy equipment.

The equipment department is kinds of repairs on road machinthe construction of state highways welding outfit, and all the necesin all sections of Oregon.

February was 54, and that is will handle all of the state's reabout the average size through- quirements from the largest cast-

and furnish the equipment and Considerable work is done for supplies needed by an organiza- state institutions and other state three air compressors, etc. struction that the state highway the same schedule of charges is department does each year, and to made as for the department's ow: maintain the ever-increasing mile- work. E. F. Halik is master age of completed roads, it is mechanic in charge of the menecessary to have proper shop fa- chanical division, his duties being cilities and force for its mechanical care and maintenance, ade- machine shop, the maintenance of quate warehousing facilities for the storage and proper segregation of equipment and supplies and also a clerical force suffi-

The Main Plant. The main plant for carrying on this work is located at Salem on state-owned property just outside of the city limits-across the extension of State street south of This shop, which was formerly lothe penitentiary buildings.

The plant is divided into the La Grande during the past year in various shops, such as the ma- order to be more centrally located houses. All of these are handled repair and replacement parts is

The county has about \$75,000 tute, the Hall's Ferry road, the invested in its dour paving plants, Rosedale road, Macleay road, the All the roadways are 16 feet about \$100,000 in trucks and Geer road, the Pratum road, the wide. The county started a few fully \$75,000 in other road ma- wheatland road and the Turner building programs. The county in Salem. F. A. Johnson, deputy total net cost of equipment, for local needs.

Special Taxes Voted. Last year special taxes were Aumsville and Stayton, on the oted in individual road districts Mehama-Stayton road, and at mounting to about \$75.000. These taxes are submitted to the electors for vote at special elections held in the fall. If they ap- bond issue of \$850,000 was to be prove, the election result is car- matched by an equal sum to be ified to the county clerk, who raised by direct taxation. The adds the special tax assessment two market roads are so spread pro rata to all the property in the out over the county that every district, and this goes to the as- community gets some direct, daily sessor and tax collector for set- good from the system. There has tlement. This fall only \$43,671 been nothing but approval of the was voted in special taxes. They plan since it has been put into opwill not build as much commun- eration. ity road mileage next year as they

The cost of grading and drain- more than 1200 miles of roads in ing Marion county roads has run the county and only 64 miles about \$5,000 a mile. Some poved besides the Pacific highhave cost less; some have cost way, they would be inhuman if a great deal more. Good drain- they didn't want more mile-a-minage has been one of the points ute thoroughfares past their that Roadmaster Culver and the doors. county court have insisted upon. But to get the mileage above They want foundations under the that authorized by the original ronds that will last under the bond issue, the county will have heaviest traffic in the wettest to tote more bonds or the local weather. They have succeeded districts will have to vote their admirably in their general plan, cwn special taxes to cover the and the roads have stood the gaff cest, or they will have to walt unat all times. til the rest of the scheduled bond

Concrete Not Used. Marion county has laid no con- end of the five-year program. crete roads, but has stayed exclusively by the "Topeka mix" bituminous concrete system. This money. Marion county has made system has several signal advan- its read money go further than tages, one of which is its ease of an; other county in the west, but patching, and another is the short there's an awful distance yet to time it requires to "set" ready for pave out of that 1200 miles of service. A heavy plain concrete reads in the county. At an averroadbed needs four weeks for age cost of \$15,000 a mile for seasoning before traffic can be grading, drainage and paving, allowed on it. The bituminous that would make a total cost of road is used the day after it is \$18,000,000 if it were all paved. leid, and the traffic is not tied up Jimmy Culver and Judge Bushey for sickening long periods. The and Chairman Hunt and Commisadoption of a system that calls for sioner Smith would doubtless unno royalty was imperative, from dertake to do it, if the people the point of view of the county wanted it, at the same worldbea:officials, and they have done no ing rate; but still it's a big job business with any contractors and figures are figures.

received from the federal government under its policy of allotting to the states all surplus war materials and equipment that were suitable for road improvement purposes, has had much to do with the increse, since the close of the war, in the size and activity received, the most important of which are trucks and tractors. A total of 185 trucks were received during the years 1921 and 1922, of which 123 were turned over to the counties at the cost of freight from government storage plants, the name under which the sup-ery and automotive equipment. plus a handling charge and such ply depot and repair shops of the The shop machinery consists of costs as are necessary to recon-Oregon state highway commission lathes, milling machines, grinders, dition and remodel them for roadgoes in this great organization for a planer, a shaper, a complete building purposes. Also, 20 five- partments is centralized under one of the chief assistants in the ton tractors were received, these what is called the general office auditing department. C. E. Lytie sary small tools and instruments being pieces of equipment which in such manner as to insure prop-The force employed in the required in connection with me- have a variety of uses in road er coordination and to avoid any ment till the date of his death, equipment department during chanical work. This equipment work. A large amount of truck duplication of effort. parts, small tools and miscellaneous equipment and machinery keeps all records, contracts, etc. ings on caterpillar tractors to the were also received, chief among His office is the central office of general, is at the head of the legal In order to efficiently procure smallest parts on motorcycles. which are a road roller, two con- the commission. R. A. Booth of department.

> ment, chief of which is a special heavy road drag. This drag has the department, and it has been pronounced by prominent road builders to be a most efficient piece of road equipment; evidence of the sincerity of these pronouncements is indicated by the fact that several states are now manufacturing similar drags for their own use. These drags are auditor from the office of the secstandard grader blades and special cast shoes and scarifer teeth, and pedite the payment of highway at some date in the future, when they cost, complete, approximate- claims. In the last biennium 31,ly \$275 each. During 1921 and 1922 the store-

of remodeling and repair work,

the shops also manufacture some

had on hand at a recent date sup- 325.00. plies that had a commercial value On November 30, 1922, there were sistant engineer. in use on maintenance work, 119 The total number of trucks snow plows, and 13 heavy road partment is 260; of automobiles, state highway department, no aclowing market roads have been served for a new mileage of 9.30 drags. S. B. Gillette is store- mostly Fords, 93; of motorcycles, miles, from the Salem plant: The

accounting, cost-keeping, etc., a portable paving plant, 7 snow in connection with the equipment; ers. 98 transits, 68 levels and All these costs will have been ab- years ago on a 14-foot basis, but chinery—two huge "caterpillars" road The Salem plant is man- kept of all equipment and of all equipment too numerous to men department. Complete records are other necessary machinery and sorbed in the cost of building the found that it wasn't safe or prac- and giant graders and levels and aged from the court house office shop and warehouse operations. Makes Good Profit. The Mt. Angel plant laid 5.85 miles of paving on the roads to

GENERAL OFFICES OF THE STATE HIGHWAY DEPARTMENT ARE IN SALEN

of the equipment department. An There Are About Fifty Employes Now, and There Will Always Have to Be a Force Nearly as Large as That, and at Times Larger, to Say Nothing of Many Seasonal Employes and Contractors Reporting Here.

> in the office of the Oregon state amounting to \$2,527,061,22. In highway commission in the capi- the same period 18,188 vouchers tol at Salem.

crete mixers, 25 pumping units, Engene, J. B. Yeon of Portland and W. B. Barratt of Heppner ment is in charge of S. H. Probert, In addition to the performing are the present members of the commission. Mr. Booth is chairman. Herbert Nunn is state high- man. way engineer. Roy A. Klein is secretary of the commission.

The division offices keep in contact with the resident engineers. been designed and developed by Two division headquarters are maintained in Salem in connection with the general offices Other division offices are at La Grande, The Dalles, Medford and always, and the headquarters will Marshfield.

course, at Salem. L. N. Myers is 377 revolving fund checks were teeper at the Salem plant handled \$277,363.69 there are equipment

of approximately \$256,000 and in charge of C. L. Grutze until sales taxes may keep the program equipment which had a commer- April 1, 1922, when he was trans- in full swing even in the time of cial value of approximately \$503,- ferred to other work. Since that 325, the total commercial value time the department has been in looked for as the "peak load" for the two items being \$759,325. charge of Lewis P. Campbell, as-

trucks, 35 graders, 9 tractors, 7 owned by the state highway de-To take care of the details of railroad paving plant and one small cierical force is maintained plows, 31 dumping units, 35 grad-

They have a testing department in charge of Kenneth S. Hall Considering the operation of testing engineer. The laboratory An Asset to Salem.

All this is an asset to Salem of the 1919-20 biennium was the main plant. The main office net cost of all equipment, stock them, and they will grow better as

There are about fifty employes issued from that department, were issued, amounting to 332, The work of the several dc. 821,205.97. Walter S. Wright in was at the head of this depart-October 1., 1921. Carl F. Smith The secretary of the commission is now auditor.

PRICE 5 CENT

J. M. Devers, assistant attorner

ant and E. A. Skelley chief drafts-The bridge department is in

charge of C. B. McCullough, assisted by Merle Rosecrans, assistant bridge engineer, and G. S. Paxson, chief field assistant.

They will have to be maintained There will always be the state highways to be maintained and the bookkeeper, and a deputy repaired, and there will likely retary of state has a desk in the not be some new work undertak highway offices, in order to ex- en. There will be a "peak load" sive. But that time will pass, and supplies and equipment costing and materials on hand having ways. And it may transpire that this department \$515,167.26, and an inventoried value of \$759,- the reissuance of the serial bonds and the increasing income from The equipment department was automobile licenses and gasoline the passing of what has been

of active road building.

ered the X-ray, is dead. He was the first German able to see through us.

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ED. CHASTAIN CLOTHING CO.

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Wear a BATES-STREET SHIRT None Better \$2.50 to \$5.00

Zincerity

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