

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 the Whole United States—and in the Building of the System the Entire Cost of the Five Plants and All the Road Machinery and Equipment Will Have Been Absorbed—Handing All These Over to Future Projects of the Kind in This County Without Money and Without Price.

Marion county is working on a market road program that was sanctioned by popular vote, authorizing bonds to be issued in the sum of \$850,000. It is a five-year program, with two years more to run—this year and next. The original program called for 100 miles of paved market roads and 50 miles of graded 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: Finish the Salem-Silverton road, about a third of a mile at the Pudding river bridge. Finish two bridges and paving in connection on the road from Mt. Angel to Woodburn.

Finish the road from Silverton to Pine Tree corner on the Marquam road. Continue paving from Silverton to Willard. Pave some road between Mt. Angel and Bethany.

Continue paving on river road from Kaiser school house towards Wheatland. Continue paving from Swagle school house to Pratum. Continue paving on the Geer road from the Wilson place towards Geer station.

Pave road from Macleay to Shaw. Pave from Stayton towards West Stayton. Complete paving between Sublimity and Stayton. Pave from Jefferson towards Green's bridge.

Pave from Looney school house on the Pacific highway towards Sidney. Pave from Gervais towards St. Louis. Pave from Manning's corner on the Pacific highway towards Parkersville.

Pave from Hubbard towards Broadacres. Continue paving from Aurora to Donald. **Five Paving Plants.**

There are five county paving plants located at different points throughout the county, as follows: Stayton, under the direction of L. S. Lambert.

Salem, under the direction of the Salem office. Scollard, near West Woodburn, under the direction of L. A. Van Cleave.

Mt. Angel, directed by F. O. Johnson. Jefferson, director not yet appointed. The paving work planned for

THE SHOPS OF THE OREGON STATE HIGHWAY DEPARTMENT ARE IN SALEM

The 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.

The equipment department is the name under which the supply depot and repair shops of the Oregon state highway commission goes in this great organization for the construction of state highways in all sections of Oregon.

The force employed in the equipment department during February was 54, and that is about the average size throughout the year.

In order to efficiently procure and furnish the equipment and supplies needed by an organization handling the amount of construction that the state highway department does each year, and to maintain the ever-increasing mileage of completed roads, it is necessary to have proper shop facilities and force for its mechanical care and maintenance, adequate warehousing facilities for the storage and proper segregation of equipment and supplies and also a clerical force sufficient to keep proper records.

Pavement Totals 64 Miles.
The county now has 64 miles of paved market roads, on 31 of the 34 officially designated market roads in the county that cover 150 miles. Of this paved road mileage 34.05 miles was paved this year, from the four county-owned plants at Salem, Stayton, Mt. Angel and Scollard.

This 24.05 miles of paving this year cost \$9159 per mile for the paving alone, exclusive of the cost of grading and draining. Grading is always done the year before paving, to have the roadbed thoroughly settled and drained before putting on the hot stuff. The roadbed is given a heavy foundation of rock or coarse gravel before the hot top dressing, the unpatented "Topeka mix" formula of bituminous concrete, is laid for a finish. This coating is four inches thick, but tests running back for seven years in Marion county show that the road stands up with the best roads laid under any other formula or set of specifications.

Sixteen-Foot Roadway Used.
All the roadways are 16 feet wide. The county started a few years ago on a 14-foot basis, but found that it wasn't safe or practicable. There are some exceptions to the 16-foot rule on steep hills where there is only a nine-foot paved way, the rest being gravelled and left unpaved for horse traffic because horses cannot keep their footing on a steep, smooth pavement when going up hill.

No Marion county roads are built by contract. The county purchased all the machinery and hires the men. This is a rather unique partnership. More than 400 men have been employed by the county this summer. Every man is a resident, and almost every one a property taxpayer in the county. The roads are "our" roads. It is a matter of personal pride and personal profit to get as much good road service for every dollar, as the dollar can be

made to produce. The result shows in the exceptionally low cost and the superior quality of the work done. A man works better for himself than for a foreign boss.

Four Plants Used.
The county has about \$75,000 invested in its four paving plants, about \$100,000 in trucks and fully \$75,000 in other road machinery—two huge "caterpillars" and giant graders and levels and other road machinery. All the market roads are built directly by the county, from county funds, and this machinery is used with no charge. But there are many roads of the districts and incorporated cities and towns that have their own special road taxes and road building programs. The county leases its outfits to these for fair rental, so that a proper balance is maintained on the county funds. The county operated, on a rental basis of 15 cents a square yard for the paving laid, some of its paving plants for such special road construction, such as the paving here in Salem, and the strip on the Pacific highway just north of Salem. This rental fund amounts to several thousand dollars a year, paid by the local districts that use the county outfits for local needs.

Special Taxes Voted.
Last year special taxes were voted in individual road districts amounting to about \$75,000. These taxes are submitted to the electors for vote at special elections held in the fall. If they approve, the election result is certified to the county clerk, who adds the special tax assessment pro rata to all the property in the district, and tax collector for assessment, and tax collector for assessment. This is only \$43.671 was voted in special taxes. They will not build as much community road mileage next year as they did this.

The cost of grading and draining Marion county roads has run to about \$5,000 a mile. Some have cost less; some have cost a great deal more. Good drainage has been one of the points that Roadmaster Culver and the county court have insisted upon. They want foundations under the roads that will last under the heaviest traffic in the wettest weather. They have succeeded admirably in their general plan, and the roads have stood the gaff at all times.

Concrete Not Used.
Marion county has laid no concrete roads, but has stayed exclusively by the "Topeka mix" bituminous concrete system. This system has several signal advantages, one of which is its ease of patching, and another is the short time it requires to "set" ready for service. A heavy plain concrete roadbed needs four weeks for seasoning before traffic can be allowed on it. The bituminous road is used the day after it is laid, and the traffic is not tied up for sickening long periods. The adoption of a system that calls for no royalty was imperative, from the point of view of the county officials, and they have done no business with any contractors

THE GENERAL OFFICES OF THE STATE HIGHWAY DEPARTMENT ARE IN SALEM

There are About Fifty Employees 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 Employees and Contractors Reporting Here.

There are about fifty employees in the office of the Oregon state highway commission in the capitol at Salem.

The work of the several departments is centralized under what is called the general office in such manner as to insure proper coordination and to avoid any duplication of effort.

The secretary of the commission keeps all records, contracts, etc. His office is the central office of the commission. R. A. Booth of Eugene, J. B. Yoon of Portland and W. B. Barratt of Heppner are the present members of the commission. Mr. Booth is chairman. Herbert Nunn is state highway engineer. Roy A. Klein is secretary of the commission.

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

The auditing department is of course at Salem. L. N. Myers is the bookkeeper, and a deputy auditor from the office of the secretary of state has a desk in the highway offices, in order to expedite the payment of highway claims. In the last biennium \$1,377,363.69 there are equipment and materials on hand having an inventoried value of \$769,325.00.

The equipment department was in charge of C. L. Gratzke until April 1, 1922, when he was transferred to other work. Since that time the department has been in charge of Lewis P. Campbell, assistant engineer.

The total number of trucks owned by the state highway department is 260; of automobiles, mostly Fords, 93; of motorcycles, 18. The department owns one railroad paving plant and one portable paving plant, 7 snow plows, 31 dumping units, 35 graders, 98 transits, 88 levels and other necessary machinery and equipment too numerous to mention.

They have a testing department in charge of Kenneth S. Hall, testing engineer. The laboratory work is carried on under the immediate supervision of N. M. Finkbinder, assistant testing engineer. An Assat to Salem.

All this is an asset to Salem. The shops will always be here; the main plant. The main office forces will always be here. Salem will always be the central point for the coming and going of outside forces, contractors, etc. The hand is to the plow; there will be no turning back. There will always be paved roads, and new paved roads; more and more of them, and they will grow better as road building becomes more of an exact science.

Roentgen, the man who discovered the X-ray, is dead. He was the first German able to see through us.

RHEUMATISM CANNOT EXIST

In the human body if you will use Trunk's Prescription; in fact, it is a shame to suffer with inflammatory muscular, arthritic or any form of rheumatism. Trunk's Prescription DOES NOT denture the heart, it DOES NOT ruin the stomach. Eat all the meat and good food you wish. It does not contain any harmful drug or narcotic but positively cures rheumatism and gout. WHAT MORE DO YOU WANT! There is nothing better. It is also an excellent Liver Medicine and the greatest Uric Acid solvent known. Trunk's Prescription sells for \$1.75 or \$3. for only \$5.00 at Perry's Drug Store, the Retail Druggist, Salem, Ore.



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