OREGON FIRST STATE IN ROADS

Has 838 Miles of Paved Highways, with All of Primary Roads Practically Completed—Total Cost Thus Far Exceeds $54,000,000—System Makes Accessible Eastern and Southern Points—Affords Easy Routes to Natures Grandeurs

By ROY A. KLEIN.

With the present season Oregon begins its seventh year on the state highway program which was inaugurated in 1917. In that period the work accomplished has resulted in 695 miles of highway graded and paved, 1197 miles graded and macadamized, and 475 miles graded but not surfaced. In addition there are 143 miles paved on the state highway system in Multnomah county and in incorporated cities of greater than 2000 population, so that the total mileage of the state highway system which is paved, is 838 miles.

The gross expenditures of the highway commission in that period have been $54,737,414.81 of which $6,747,047.94 is county funds, $4,546,530.65 government funds, and $97,381.27 railroad funds expended on grade crossing eliminations, and $43,346,454.95 state funds.

Oregon First State.

The outstanding features of the work accomplished are: The Pacific highway, 345 miles in length, is paved or under contract for paving from the Columbia river to the California state line with the exception of small gaps which have been left for future overcrossings of the railroad and the gap between Junction City and Harrisburg, which has been left a graveled road on account of overflow conditions in the Willamette river bottom. The completion of this highway gives Oregon the distinction of being the first state west of the Mississippi to have a paved highway the entire length of the state.

The Old Oregon Trail.

The West Side Pacific highway is also paved or under contract for paving its entire length from Portland to Junction City, except gaps for railroad overcrossings. The Columbia River highway is paved from Portland to Astoria and beyond to Seaside on the west, and from Portland to The Dalles on the east. From The Dalles to Pendleton it is graded to standard and gravel surfaced, and, when a single gap, not over four miles in length on the summit of the Blue Mountains which is under contract is completed, the Old Oregon Trail will be completely graded and graveled between Pendleton and the Idaho state line at Ontario.

The John Day highway, with a few exceptions, is now graded and graveled from Arlington through Condon, Fossil and Spray to Prairie City, and a beginning has been made toward opening the eastern end over the Blue mountains with a $200,000 contract. The Dalles-California highway has been further improved by construction work in every county through which it passes.

The Roosevelt Highway

Rapid progress has been made on the northern and southern ends of the Roosevelt Coast highway. In Curry county many bad sections have been eliminated, and between Tillamook and Astoria all year travel is now possible.

Important connecting highways between the Pacific highway and the coast have been improved. The Corvallis-Newport highway has been graded almost its entire length and many miles have been rocked. The Coos Bay-Roseburg highway has been improved by grading and rocking, and next year both of these roads will be opened for all year travel.

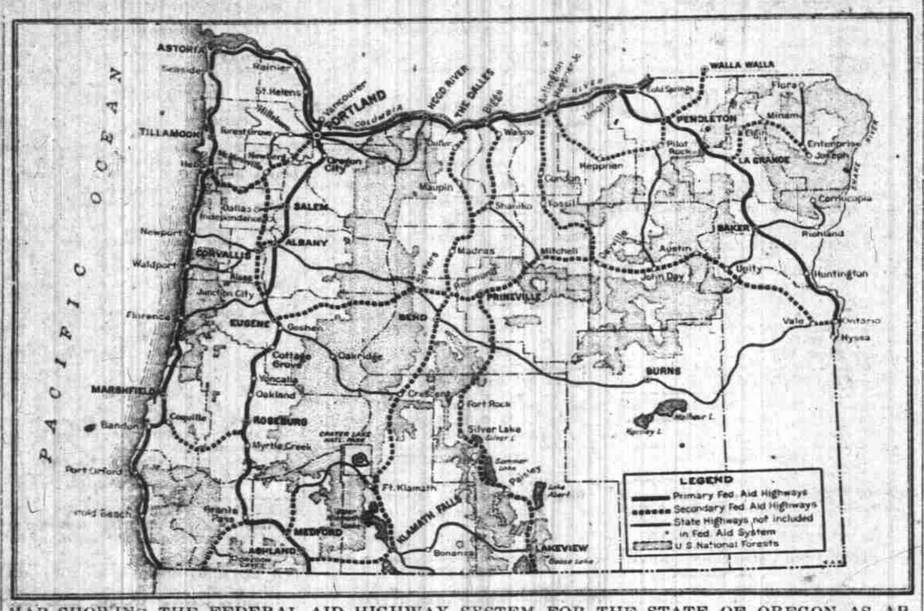
Oregon Caves Highway

Connecting roads between the Pacific highway and The Dalles-California highway on which considerable improvement work has been done this biennium are the McKenzie, Crater Lake and Ashland-Klamath Falls highway. The Oregon Caves has been opened up by construction of the Oregon Caves highway. The Mount Hood Loop is now all under contract from the Multnomah-Clackamas county line around the mountain to Hood River city for grading and rock surfacing, except a ten-mile gap in the national forest which has not been placed under contract for surfacing.

The Oregon-Washington highway is now completed except the section between Heppner and the head of Vinson canyon. Also a noteworthy improvement which should be included is the La Grande-Joseph highway now under contract or completed the entire distance from La Grande to Joseph. An important road for eastern Oregon is the Prineville-Mitchell section, part of which is completed and the balance under contract.

The Program for 1923

The program proposed for 1923 is largely a program of closing the gaps on many important through roads and will probably reach an estimated cost of $8,000,000. On the Pacific highway the major improvements are the elimination of the railroad crossing at Canemah and the construction of a new approach into Oregon City from the south, eliminating the timber trestle along the river; the construction of a new concrete and steel bridge over Pudding river near Aurora; the paving of the undercrossing section three miles north of Albany; completion of the paving between Harrisburg and Halsey; completion of surveys, designs and estimates for the Willamette river bridge at Harrisburg; completion of the bridge across the Umpqua river at Winchester; elimination of the railroad grade crossing in Douglas county at Oakland, Shady, Sutherlin, and Wilbur by the construction of overhead structures.



MAP SHOWING THE FEDERAL AID HIGHWAY SYSTEM FOR THE STATE OF OREGON AS APPROVED BY THE U. S. BUREAU OF PUBLIC ROADS

Federal cooperation in the construction of highways can be obtained only upon projects which are on the Federal aid system. Note that the highways represented by the lighter solid black lines are not included in this system.

West Side Highway

Completion of the paving on the West Side Pacific highway from Portland to Junction City, 112 miles, is on the program, if the present controversy in Polk county is settled and many others.

Also completion of the Corvallis-Newport highway between Wren and Newport, graded and rock surfaced, making possible all-year travel between Corvallis and Newport; completion of the Roseburg-Coos Bay highway graded and rock surfaced, 65 miles, completion of the Ashland-Klamath Falls highway, graded and rock surfaced, 57 miles, completion of the Crater Lake highway, graded and rock surfaced from Medford to Klamath Falls, 147 miles.

Completion is on the program of the Neskowin-Siletz river and Newport-Otter rock sections of the coast highway, insuring connection between Newport and Tillamook in 1924. Also improvement of the coast highway between Coquille and Bandon and between Coos bay and the Umpqua river; also improvement of the Coast highway in Curry county. Also bridge across Lewis and Clark river in Clatsop county, placed under contract for completion in 1924. Also further work on the McKenzie highway between Bend and Eugene; further work on the John Day highway and also on the Lakeview-Prineville highway; further work on The Dalles-California highway in Wasco, Deschutes, Jefferson and Klamath counties.

Since December 1, 1922, 24 contracts have been awarded at a total estimated cost of $1,525,000. These contracts represent 104 miles of grading, 94 miles of macadam and 3½ miles of paving.

Legislation Will Help

Legislation enacted by the session of the legislature just closed will materially assist the state highway program. The additional tax of 1c per gallon on gasoline will produce approximately $500,000 per year additional revenue, which will be expended on the state highway system.

Under the new laws the highway commission is given authority to route the state highways through cities and towns, which will result in direct location on streets best adapted to carrying the through travel, without regard to local influences. The highway commission is also given control of telephone, telegraph and power lines on state highways. The present law providing that the commission could close roads or limit the loads, when it seems for the best interests of the state, was amended to provide an adequate penalty for violation.

Park and Camp Sites, Etc.

Acting on the authority given by the 1921 legislature, the commission reports that some progress has been made in the matter of acquisition of parks and camping sites as well as the saving of trees along the roadside and the planting of young trees and shrubs. The response of many civic organizations to the latter feature is encouraging, and it is expected and hoped that this local assistance will continue as the results accomplished become more noticeable.

It has been the thought of the commission that in very many instances public-spirited citizens would be glad to donate park sites and thus conserve the state funds for improvements, and this expectation has been realized to a limited extent, several such gifts having been received which are gratefully acknowledged and which have been accepted for the state.

A gift of approximately 5½ acres on the West Side highway in Polk county was received from Sarah, James and Amanda Helmick. Twenty acres at Clatsop Crest have been deeded to Clatsop county for a public park by the Bradley heirs. A strip of land between the Pacific highway and the Umpqua river south of Dillard, containing approximately 6.8 acres, has been donated to the state by J. H. and Catherine Booth of Roseburg.

Eola Camp Grounds

The commission has acquired by condemnation certain parcels of land on the Columbia River highway loops just east of Hood River in order to prevent the erection of buildings which would cut off the sight distance around the curves. Another purpose was to protect the roadbed from being undermined by the removal of gravel on the adjoining property. Ten acres on the Salem-Dallas highway near Eola have been acquired from Thomas Holman for $1000 for a camping place, but no improvement work has been done. In order to improve the sight distance on a sharp curve near Rainier, two acres have been purchased from Dr. Ditto for $600, a dilapidated barn removed and the property otherwise improved.

Many Beauty Spots

There are many other spots along our highways which should be secured and preserved for future generations before the timber and shrubbery have been removed or destroyed or other physical features marred. Several donations of desirable property have been promised and are now in process of negotiation.

In Deschutes county, by means of close cooperation between the Deschutes county court, the Brooks-Scanlon Lumber company, the forest service and the commission, arrangements were made to preserve the standing pine on a section of the Dalles-California highway south of Bend. This was done under authority of the Deschutes forest exchange bill recently passed by congress under which the timber company was permitted to exchange their holdings for other areas in the national forest.

Drinking fountains have been erected, some of which are ornamental, at a few places where pure water could be obtained. It is the intention of the commission to construct more of these fountains from time to time.

Advertising Signs Removed

The commission has continued its policy of removing all advertising signs illegally placed within the right of way limits, and, by cooperation with property owners and some advertisers themselves, many objectionable signs have been removed. These advertising signs, besides being a blot on the landscape, constitute a hazard by diverting the attention of drivers when they should be watching the road.

Signing the Highway

The work of signing the state highways has been continued with the result that on the highways where construction operations are well advanced standard direction and distance signs have been placed throughout, and on others temporary wooden direction signs have been placed. Warning signs have been placed on many curves and, at dangerous points, red reflector danger signals have been installed, which have received favorable comment. Warning signs have also been placed in the vicinity of school houses and at dangerous intersections.

Complete the Highways

The commission believes that its policy of closing up the unimproved or uncompleted gaps on the main highways should be followed on the entire state highway system is well advanced and many sections entirely completed. The road construction should continue until the benefits from the expenditures have been equalized and every section has received its due proportion. Anything less is unfair and should not be considered.

Work Must Go On

Federal aid for highways is now a well established governmental policy, which must certainly be continued. From this source it is reasonable to expect that the state will receive from seven and one-half to ten million dollars in the next five years. If this amount is matched directly with state funds or cooperation given by the counties, which is permissible under the amended law, the entire system covered by the present state highway map—or at least every important section of it—will be open to travel and most or all of it put in usable condition for continuous travel.

Must be Maintained

Highway betterment will be a constant and ever increasing demand, and the importance of maintenance can not be overestimated. Furthermore, maintenance is a requirement of the federal act and an essential to federal cooperation. Ample provision should therefore be made for keeping the roads properly maintained.

By reports and in various ways in the past, the commission has called attention to the necessity of speed and load limitation for the protection of the roads and for rules of safety for the protection of human life. It is gratifying that on these matters the public is becoming thoroughly aroused, but vigilance must be constant or we will lose all and more than we have gained.

At best, highway building for modern use is still in an experimental stage. The errors incidental to pioneering or for lack of precedent or any other reason should not be considered sufficient justification for discontinuing the great enterprise of highway improvement demanded and forced by modern industrial and social conditions.

KNOWS LAND VALUES

Ben F. West, Realtor, Marion Co. Assessor 8 Years

The assessor's office is a mighty fine school in which to learn land values and that is Ben F. West's long suit. West, who is now one of the county's well-known realtors, spent eight years as Marion county assessor. The fact that he held the job for two terms proves his capabilities along land valuation lines. He wasn't a stranger to Marion county values when he took office; but the eight years he spent assessing kept him abreast with all the factors that govern values and he took his experience right into his realty business.

Mr. West has been in Salem for 32 years. Because of his known acquaintance with land values, he does a large business in making appraisements for clients, besides transacting a general realty business.

It would be misleading to urge that "anybody" could come to the Willamette valley and grow rich with poultry, or fruit, on a small acreage. This is subject to natural laws; industry, and intelligence, and adaptabilitty, and even blind luck, determine success or failure—and not the number of acres. But the soil and climate and markets are all here; and information is in books and the near-by agricultural college, to make any cultural industry pay, if one will but mix these ingredients with judgment.

Salem isn't "lodged to death," but there is almost every lodge that anyone wants to join, located in Salem. There are several fraternal organizations with memberships running well above 500; one with more than 1100 members, and still growing. And the churches, too, are splendidly represented, with almost every known American denomination having its own buildings and working organization. There is no better social city anywhere in the West.

TRACTOR IN FAVOR

A. A. Haag & Co. Report Active Demand for Cletrac

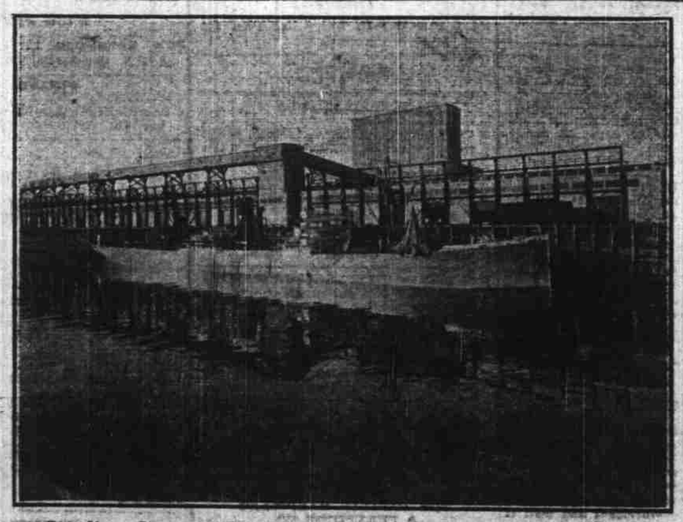
With the trend towards intensive farming in the Greater Salem district, there has come a growing conviction on the part of the farmers that the smaller type of farm tractor, the kind that is small enough to handle easily and yet big and powerful enough to do the work, is a money-saving piece of machinery. That there is a real demand for such an implement is proven by the fact that A. A. Haag & Co., distributors of the Cletrac Tank Type tractor, sold six of them during the month of February alone. It reports that it believes the March record will be even better.

Intensive farming precludes the raising of horse feed. The man with a comparatively small farm can't afford to devote any part of it to raising horse feed when he can make his acres earn hundreds of dollars apiece with fruit. And it's expensive for him, if he does not raise feed. The farmers are solving this problem by substituting tractor power for horse power, for the former does not eat when it is idle.

The Haag firm calls attention to the fact that the Cletrac is the ideal tractor for the Willamette valley in that it is adaptable, because of its tank construction, to hillside farming; and it's on the sidehills where much of our best fruit land is. It is also easily handled, it can be made to turn around in a small space and its operation expense is light.

Salem's street railway system serves the needs of the community admirably. Its lines extend to all the residential sections, both within and outside the city limits, affording a cheap method of transportation for the city's workers. The fare is only 6 cents, 2 cents cheaper than it is in Portland, and as cheap as it is anywhere, almost.

Because of its horticultural development, Salem is the home of an ample number of nurseries.



Loading Oregon "Mistland" Prunes at Portland for export. Oregon Growers' Co-operative Association, shippers.

C. M. Roberts

Salem, Oregon,
March 31, 1923.

TO MY FRIENDS:
Salem and Vicinity.

Greetings:

Having sold my store to Mr. Pickens of Roseburg and Mr. Haynes of Sacramento, California; I take this occasion of expressing my appreciation of the many favors extended me during my nearly twelve years of business in Salem. I have no plans laid for the near future, but expect to remain in Salem and will be found at the old location for the transaction of business connected with the settling of affairs.

Again expressing my deepest regard for the pleasant association I have had with the people of Salem and vicinity, I am,

Very truly yours,

C. M. ROBERTS.

INDEPENDENCE THRIVES

Is Center of Hopgrowing, Farming and Livestock Industries—City sI Mecca for Hop-Pickers Every Fall from Whom It GetsBig Business—Purebred Cattle Important

Elsewhere in this issue the fertility and productiveness of the Willlamette River bottom soil at Independence has been commented upon. The subject is worthy of repetition, for there is no mistaking the fact that that soil is the best in the state, and is as good as the best anywhere.

These bottoms have been a great asset to Independenre and they still are. They are covered with field after field of hops in the summer months, fields which yield greater crops than any other hopfields anywhere in Oregon or anywhere else for that matter.

September is the busy month in the hopfields, for this is the time when the picking is under way. Armies of women and children and men make annual pilgrimages to these fields to earn their "stakes." Since the advent of the automobile, travelers have come from afar to take a hand in the work. Good pickers can earn big wages in a day and there is not a child who cannot, if he attends to business, make his days mighty profitable. Giant hop-dryers, where the crop is stored after the harvest, give indication of the magnitude of this activity.

But the hopyards are not Independence's sole means of support. The city is surrounded on all sides by excellent farm lands and general farming is practiced round about. Of late years many of the farmers have entered the purebred stock business. H. D. Ihliff, who came from Illinois a dozen years ago; S. J. McKee, who has not been in the business so long but who has bred several record-making cows, one of them a world's champion; G. G. Hewitt and others are among this number.

Independence is one of the older cities of the valley and its history runs parallel to that of the state. It is a delightful town, where visitors are gladly welcomed and where the general appearance f prosperity makes the wayfarer glad to be there. Grain elevators, a flour and feed mill, creamery and ther enterprises afford farmers markets and do their share towards supporting the community.

Independence is well cared for by business houses. Two large banks, ably managed and progressive in their methods, serve the financial requirements of the community admirably. There are department stores, clothing stores, jewelry shops, automobile establishments, grocery stores which take care of the people's needs. There is an excellent hotel with one of the finest cuisines that can be found anywhere. Several movie houses provide entertainment. There are several real estate firms and a newspaper.

The city has a live community club of which Mayor "Mike" Walker is president and D. E. Fletcher is secretary. This organization is doing a big work in keeping Independence on its forward march.

Independence people are loyal to their city. They have little consideration for the person who attempts to do it any injustice. They are jealous of its rights and are proud of its accomplishments. And that's a fine trait for any community to have.

First National Bank of Independence

It has served well its community for years and years and is still doing it.

Chas. K. Spaulding Logging Co.

Manufacturers and Dealers

Douglas Fir Lumber

Sash and Doors
Mill Work
Boxes
Building Material
Indiana Silo
Paints and
Hardware

B. E. SMTH, Mgr.
Retail Yard

Independence, Oregon

Sloper Bros. & Cockle

HARDWARE

Both Heavy and Shelf Hardware

Stock that Meets the Needs of Everybody

Independence Oregon