

THE GENERAL OFFICES OF THE STATE HIGHWAY DEPARTMENT ARE IN SALEM

They Will Always Be Maintained Here, and There Will Be Required a Force as Large as Is Now Employed, and in the Course of Time, as the State Grows, Bigger Pay Rolls Will Be Needed in New Construction and in Repair Work on Old Construction

There were yesterday fifty employees in the offices 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 state highway engineer keeps all records, contracts, etc. His office is the central office of the commission. William Doby of Baker, H. B. Van Duzer of Portland and W. H. Malone of Corvallis are the present members of the commission. Mr. Doby is chairman. Roy A. Klein is state highway engineer.

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 office, in order to expedite the payment of highway claims.

The Whole Force

Following is a full list of the employees of the main office here:

Klein, Roy A., state highway engineer.

Devers, J. M., attorney.

McCullough, C. B., bridge engineer.

Probert, S. H., office engineer.

Clarke, W. D., division engineer.

Scott, J. H., market roads engineer.

Rosecrans, Merle, assistant bridge engineer.

Paxson, G. S., field bridge engineer.

Flakbeiner, N. M., engineer of materials.

DeSousa, J. W., assistant office engineer.

Parsons, L. E., assistant office engineer.

Nash, J. W., assistant office engineer.

Skelley, E. A., chief draftsman.

McCallister, J. W., draftsman.

Robertson, R. H., draftsman.

Rowland, Theodore, draftsman.

Wendroth, G. J., draftsman.

Witter, C. T., draftsman.

Walsh, A. M., draftsman.

Stirrer, W. W., draftsman.

Simpson, W. D., draftsman.

Reeves, W. A., structural designer.

Chase, O. A., structural designer.

Anderson, Wm. S., structural designer.

Weber, J. A., mechanical designer.

Glasyer, H. B., chief clerk.

Smith, Carl F., auditor.

Esch, Em., auditor.

Myers, L. N., bookkeeper.

Hoover, C. T., costkeeper.

McFarland, Jas., clerk.

Rupert, Ethel, clerk.

Wright, W. S., clerk.

Neptune, O. B., clerk.

Hollenberg, R. V., clerk.

Yeager, G. M., clerk.

Struble, Gertie, clerk.

Baird, A. R., clerk.

Smith, W. M., laboratory assistant.

Kelso, G. N., laboratory assistant.

Ingray, Helen, stenographer.

Braun, Elizabeth, stenographer.

McGee, Lora, stenographer.

Hill, Jessie, stenographer.

Wenger, Trista, stenographer.

Parsons, Ruth E., stenographer.

Wicklander, Amanda A., typist.

Wright, Wm., blueprinter.

Bross, Josephine, telephone operator and mailing clerk.

Will Be Permanent

These offices will be permanent. They will have to be maintained always, and the headquarters will have to be at the state capital. There will always be the state

highways to be maintained and repaired, and there will likely never come a time when there will not be some new work undertaken. There will be a "peak load" at some date in the future, when the new work may not be extensive. But that time will pass, and there will then be a demand for still more paving of state highways. And it will likely transpire that the resumption of the serial bonds and the increasing income from automobile licenses and gasoline sales taxes may keep the program in full swing even in the time of the passing of what has been looked for as the "peak load" period in the payment of serial bonds and interest.

In the above statement concerning the permanent employees of the state highway department, no account is taken of several hundred seasonal employees and contractors reporting here during the seasons of active road building.

MARION HAS LARGEST MILEAGE PAVED ROADS

(Continued from page 9)

pleted the work in that vicinity has been taken down and will be reconstructed at St. Paul. The county has already advertised for 8000 cubic yards of sand and gravel to be used there and also for the hauling of the same; contracts have been made for furnishing the asphalt and fuel oil that will be required.

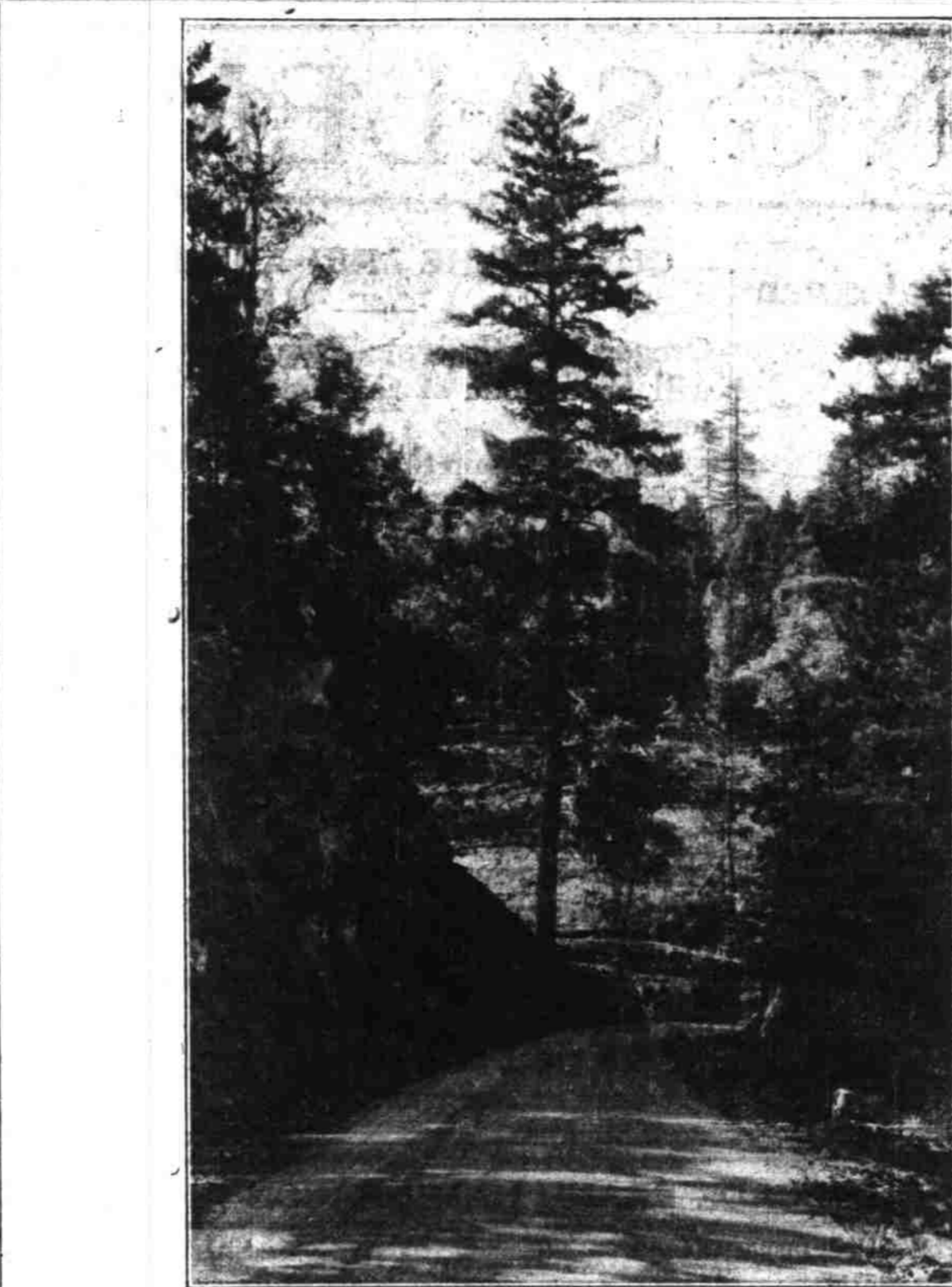
27 Voted Special Tax

In addition to the regular road district tax levied by the county court to keep up repairs in the road districts, 27 of the districts levied special taxes amounting to \$44,000, with which to make permanent improvements in their districts. The county court allows the district voting the special taxes to select the roads where the work is to be done. Much good road work has been accomplished by this method.

Who Is Responsible

W. H. Downing, county judge, and J. T. Hunt and James Smith, county commissioners, make up the county court having charge of the road work.

W. J. Culver is the county road master, having direct and supervising charge of the work. The deputy road masters are F. O. Johnson for the north end, L. S. Lambert of Stayton for the eastern part and L. A. Van Cleave for the Scollard or Woodburn section.



Pavement in the Siskeyou Mountains, on the Pacific Highway in Jackson County

Hedda Swart is in the Salem office as engineer.

During the height of the working season, about 400 men are employed in and out of the four plants and on the roads.

20 to 25 Miles for 1924

The hard surfacing of the paved county market roads will be extended this year to include 20 to 25 miles. The cost of the paved county market roads in Marion county is about \$15,000 a mile, including draining and grading work. This was the estimate when the original 100 mile program was outlined, and it has been more than lived up to; that is, we will have about 125 miles to show for the original estimate of 100 miles.

A Wonderful Showing

And we will have a great deal more to show. We will have the complete equipment, worth many thousands of dollars, absorbed in the cost of constructing the roads. And five years of most valuable experience; and the repair plant out on Center street in Salem, near the asylum for the insane. And a program outlined for the future.

The state paved highways, built under the contract system, have cost about \$25,000 a mile; though they are mostly wider and thicker than the county market roads.

As to the Future

What of the future? For the Marion county paved market road program it looks most promising.

We have already the greatest mileage of paved market roads of any county on the Pacific coast—And, keeping the present revenues and following the present practices and rules, we will get 15 to 16 additional miles every year, hereafter, for the next nine years—

While the market road bonds are being retired—

And after that, the program may proceed even faster, with the saving on the interest payments and the annual payments of \$85,000 on the principal. Anyway, there will be more money to spend each year, after nine more years.

Income Will Grow

Also, the income will grow in the meantime. Under the Pierce (present Governor Pierce, then state senator) market road law, Marion county levies a one mill tax and the state matches it, and out of the share of Multnomah county Marion county gets \$15,000 to \$20,000 annually, as under the Pierce market road law none of the money is expended in Multnomah county, excepting 10% of the share of that county, the balance from the taxes collected there being distributed to the various counties according to their assessed property, and as the outside counties match the state money. It is the practice of Marion county to match all money available. In this way Marion county has the use of \$100,000 a year or over of market road funds. Also, over \$50,000 as her share of the automobile licenses. All these funds are growing every year. So are the funds from the direct taxes of about a mill and a half.

A Glorious Future

One may reasonably predict, from the above, that the time will finally come, in Marion county, when all the public roads will be paved. Most of the main roads leading to the market cities and towns are now paved; with a lot of rounding out and finishing up to be completed the coming season.

Paved Roads Cheaper

It is a great thing to enjoy and contemplate the further extension of the enjoyment of such a road

system, making life more worth living in many, many ways.

The Slogan editor said, many times, in the campaigns for paved roads, that, in the long run, paved roads would be cheaper than unpaved roads, that are a series of mud holes in the rainy season, and long streaks of dust, overhung constantly with clouds of dust, in the dry season. Before Marion county launched her paved market road program, this county was spending tens of thousands of dollars a year in "summer following" her dirt roads; money that was almost as good as thrown away. There was never much to show for the money.

The same amount of money, with the organization and machinery we now have, will keep the paved road in repair. Being kept in constant repair, they will endure. Our children and children's children will have them to enjoy. The possibilities of larger and better business with paved roads throughout the county are beyond computation in value. Her paved market roads will mark Marion county as one of the richest and most desirable sections of the world, in commercial ways and in many other ways that any reader can appreciate.

CONGRESSMAN HELD FOR GRAND JURY

Officers Claim Minnesota Offered Money "To Settle Out of Court"

WASHINGTON, March 18.—After a preliminary hearing of more than five hours in a crowded Little Virginia court room, Representative Harold Knutson of Minnesota and Leroy M. Hull, a 29-year-old government employee, today were held for the grand jury on grave charges preferred against them by two Arlington county police officers.

Judge Harry R. Thomas withheld issuance of a formal holding orders to give them opportunity to arrange new bond. Each has been

held in \$5,000 bond for the preliminary hearing. Four witnesses were heard during the day—John Wise and John R. Burke, the officers who made the arrests on the night of March 9 on a road on the outskirts of Washington; Louis Zimmerman, brother-in-law of Burke and driver of the officers' car when the arrest was made, and Harry Woodyard, jailer.

Wise, the first witness, testified as to the conditions under which the arrests were made when he and Burke came upon Knutson's car parked about 150 feet from the main road. He told of "offers" made to him by Knutson, "to settle out of court," saying the "offers" were refused.

Wise said he was unaware at the time that Knutson was a member of congress, or whether he was "democratic or republican." Burke and Zimmerman, called by the defense, described the circumstances of the arrests substantially as did Wise. During Zimmerman's testimony there were frequent heated exchanges between opposing attorneys as to the propriety of the defense questions.

Woodyard testified he had charged the men on the books with a "felony" on advice of Sheriff Howard Fields.

After a strenuous appeal by defense counsel for a reduction of bond from \$5,000 to \$2,000, Judge Thomas ruled the former amount was not excessive.

Give us this day a fair price for our daily bread.

Dates for Hearings are Fixed By Commissioners

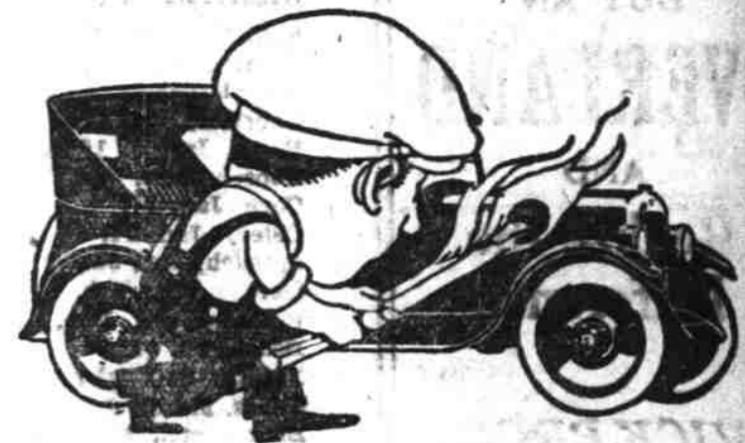
The public service commission has set hearings up to April 29, as follows:

- March 24, St. Helens, application of the Union Oil Company for a grade crossing.
- March 25, Portland, Columbia Stegas accident investigation.
- March 26, Portland, Central Oregon railroad development.
- April 2, Portland, Northwestern Electric company steam heating rates and service.
- April 3, Albany, application of highway commission for an overhead crossing near Albany.
- April 4, Wyeth, application of

Oakland Demonstration Week

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High Street at Trade



the O.-W. R. & N. Co. to discontinue agency at Wyeth.

April 4, Dodson, grade crossing at Dodson.

April 5, Portland, application of the S. P. & S. for suspension of the fencing law.

April 9, Riverside, application of the Oregon Short Line to discontinue its agency at Riverside.

April 29, Eugene, Bourgeois-Evans Lumber company log boom franchise.

Glycerine Mixture Surprises Salem

Simple glycerine, buckthorn bark, etc., as mixed in Adlerika relieves any case gas on the stomach in TEN minutes. Most medicines act only on lower bowel but Adlerika acts on BOTH upper and lower bowel and brings out all gasses and poisons. Brings out matter you never thought was in your system. Excellent for obstinate constipation. Guards against appendicitis.—Adv.

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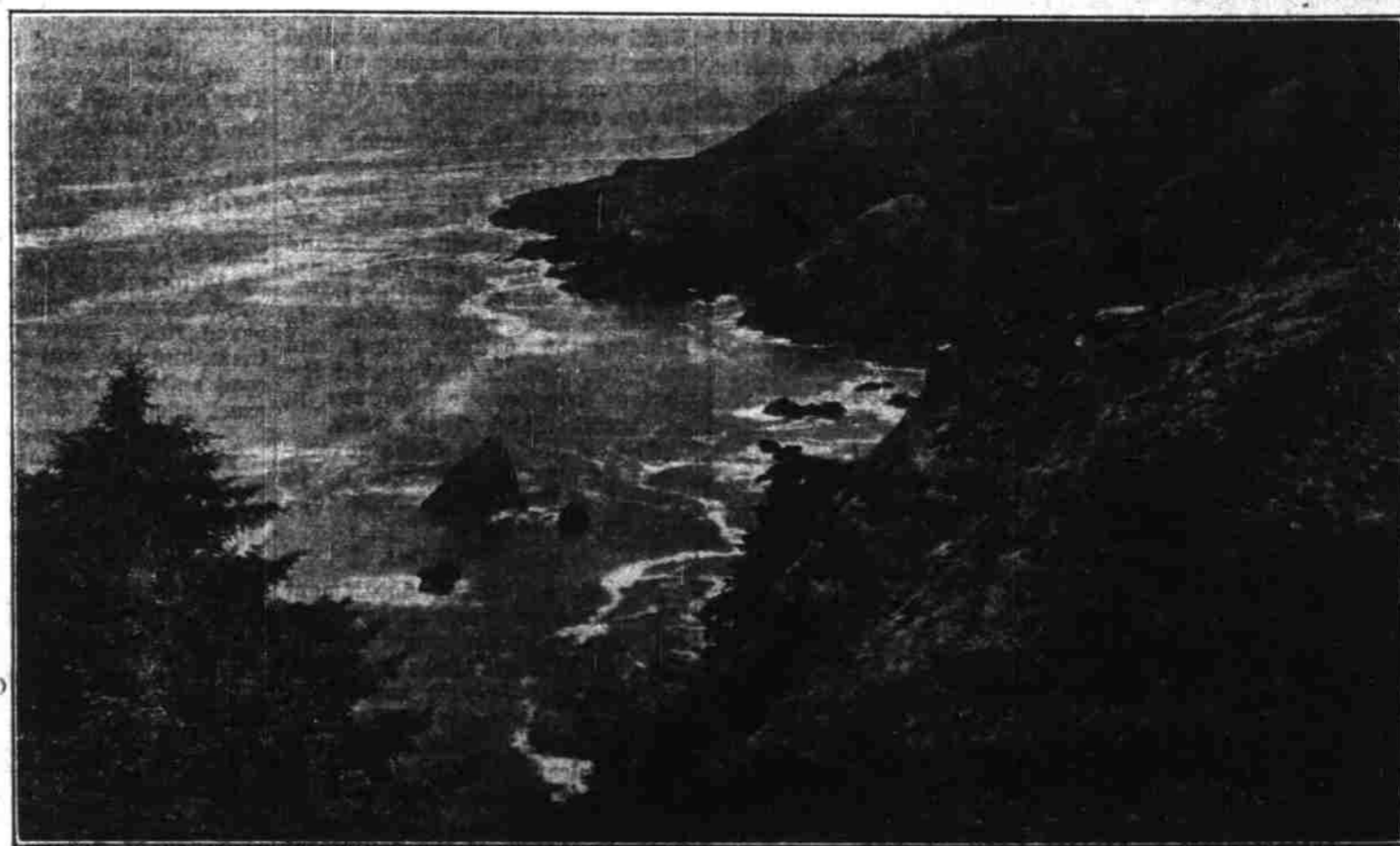
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North on Otter Crest in Lincoln County, on a section of the Roosevelt Coast Highway proposed for early construction.