

# MARION COUNTY PAYS MORE MONEY FOR MARKET ROADS THAN ANY OTHER COUNTY IN OREGON, AND HAS THE BEST

## In Six Years She Expended Nearly Four Millions, Not Taking Into Account Cost of State or Federal or City Highway Work—The Paving of Market Roads in Marion County Will Go Right on, at Nearly the Same Rate at Which It Has Been Going

For 1925, the paving work of the county will be distributed throughout the 60 odd roads that have been proposed, with probably 15 or 16 miles of new work to be done.

Special taxes have been voted by 42 road districts, with a total of \$55,000. This fund, together with the market road fund, will insure the continuation of the road improvement work, ALMOST AT THE SAME RATE as has prevailed for several years.

There is a total of 1243 miles of roads in Marion county, with district 12 leading with 35.25 miles, and district 63 coming second with 31 miles. Road district 83 is the smallest, with only three miles, two of which are macadam, 7 paved, and 3 gravel.

There are 123 miles of pavement in Marion county, with about 16 miles of new work to be done this year. Of this total amount, 38 miles comes under the classification of state highway. Road district 7, in which is Gervais, leads all others with 8.5 miles of paving, and district 48 comes second with 7.3 miles. The latter district is half way between Salem and Jefferson, on the Pacific highway.

Gravel roads lead all others in point of mileage, with a total of 614 miles. Dirt roads are next with 302 miles, while there is 135 miles of macadam in the county.

Fifteen years ago, a study of the traffic problems in Marion county convinced the county court that a sudden and unusual change was taking place as regards the travel on the main roads. The people were beginning to buy automobiles, and many outside cars were making their appearance and heavy trucks were beginning to traverse the roads.

On the main roads, well constructed macadam and good gravelled roads that had been standing for years the wear from horse drawn vehicles, commenced to travel and get rough. More attention was paid to upkeep, but still, where the travel was heavy, the roughness continued.

A section of macadam near the state fair grounds that had been laid by the government as a model pavement and had stood well for several years, began to deteriorate.

The desirable road surface is hard and reasonably smooth. Commenced in 1915. Realizing that where the travel has heaviest, some change should be made in the surface of the roads, a study of the different types of pavement was made and during 1915 a paving plant was leased and three miles of asphalt concrete was laid. For several years small additional mileage

it is not any more a tax than any other part of the bill that goes with the ownership of the machine. A person buys a car, he must buy fuel and oil to operate it; he must replace worn and broken parts; tires soon wear out and must be replaced. All these costs are a part of the expense of owning the car. In the same way we must buy our highways. It is just as necessary in order to operate the car economically and efficiently to have a good road over which to travel as it is to have any of the many conveniences that are built into the car. The motorist must pay, and he must pay well, if he expects to get prompt results from his demand for better roads, built faster."

### A Lot of Money

Marion county spent a lot of money on her roads in the past six years. She spent a total of \$3,684,855.99. And that does not take into account any of the cost of paving or other road work in the city of Salem, or any of the other cities in the county. Nor any of the state road work. Nor any of the federal road work.

### The Bond Issue

The Pierce market road law had been placed on the statutes. Some of the automobile license money was coming back to the county, and the result of the study showed that the county court could reasonably expect to receive from sources other than regular taxes, about \$175,000 per year. The assessed valuation of the county was \$43,000,000. The law permitted the sale of bonds up to 2 per cent of the assessed valuation. That would raise \$850,000. This amount, if distributed over a period of five years, would about offset the funds coming in from other sources. The commercial organizations then proposed to the court that they would get behind a bond issue for the \$550,000 to be used in connection with the other road money. The court consented to this plan, provided that the money should be used over the county according to the assessed value of the property. The road districts were grouped together, according to their respective interests.

### Activities of the State Highway

The study of the road conditions showed that 100 miles of paving and 50 additional miles of rock road would connect up all the main points in the county, the estimated cost being \$1,750,000. The cost of grading and paving a mile was estimated at \$15,000, and the cost of grading and rocking at \$5,000. A plan was studied out by which the work could be done in five years. A system of 34 market roads was laid out and the proportionate share for each road was shown and the matter submitted to the people of the county. The measure carried by a good vote. Bonds were sold to be redeemed in ten equal installments commencing in 1924.

### Vastness of Work

The magnitude of the work of the state highway department in carrying out the construction accomplished on our state highway system is little realized by the ordinary citizen. He sees what has been done in his vicinity and perhaps it does not seem like a great deal. However, if he started out in his automobile to inspect all of the sections which have been improved, or which are under way he would be several weeks older when he returned.

### How the Money Comes

The total state revenue to the same date amounted to \$60,064,834.03, and it is interesting to note that of this amount only \$2,174,642.91, or 3.6 per cent, has been derived from a direct property tax. It is not known what portion of the county cooperation has been made up from property taxes, but it is reasonable to assume that the greater part has been derived from the county twenty-five per cent of the motor vehicle license fees, or from bonds which will be retired from these fees.

### Peak Year Close

State bonds have been sold to the total par value of \$38,700,000.00. Of these \$639,250 have matured and have been paid, leaving an outstanding bonded indebtedness of \$38,060,750.00. The payments for interest and principal for 1925 will amount to \$2,597,516.25, and the amounts will gradually increase each year until \$3,476,998.12 is reached in 1928. That will be the peak year, and the amounts will after that gradually decrease each year until the bonds have been fully retired.

### Most Equitable Method

All payments required for the

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retirement of the bonds will be paid from revenues derived from motor vehicle fees and gasoline and distillate taxes. This places the burden of paying for the highways UPON THOSE WHO USE THEM and are directly benefitted, and appears to be the most equitable method yet adopted by any of the states for financing a major highway construction program. In fixing the schedule of license fees the legislature relieved the car from a direct property tax, and the gasoline taxes paid during the course of a year are in direct proportion to the number of miles which are traveled. The more a car owner uses the highways the greater his tax payments will be. If one does not have a car his taxes for highway improvement will be nothing.

### Some Recent Work

During the past year the Month-mouth-Benton county line section has been paved and thrown open to traffic. This was the last link in opening the entire West Side highway from Portland to Junction City, and its completion will relieve the main Pacific highway from some of the congestion of traffic which already has made itself felt. The department also has constructed a new bridge over Rickett creek at Rickett, replacing the old wooden structure.

### Span of Horses Stage Commotion in Downtown Streets of Silverton

STAYTON, March 18.—A span of horses hitched to a carriage indulged in a lively runaway here Saturday afternoon, causing considerable commotion about the streets. The rig belonged to John Halfman of Aumsville. The carriage collided with an automobile which was parked in front of Hendershott's Electric store, which checked the fleeing horses when they were captured. The team and auto escaped undamaged, but the carriage, which was turned over, got a broken wheel and a crushed top.

### Team Breaks From Driver in Runaway

Span of Horses Stage Commotion in Downtown Streets of Silverton

### My Marriage Problems

CHAPTER 411  
THE PLAN DICKY INSISTED MADGE AND HE SHOULD ADOPT

"What do you know about that?" Dicky passionately addressed the horizon beyond the Nantucket railroad station as he held aloft the key which he had just fished out of his pocket. That the action had some connection with his demand upon me for a suggestion as to where we should house ourselves when we reached New York was obvious. But I wisely held my tongue. I knew that he neither needed nor expected any answer to his question.

"Here I've been racking my brain to find out where we were going to blow in out of the rain, when all the time I have in my pocket the key to as cozy a little apartment as anybody would want to see in a year's search. The question is solved, old dear. We'll hang up our hats tonight under a real roof, and you and Claire can try at housekeeping if you don't want to go out to dinner."

"He paused with a triumphant look at me. It was now my cue to answer him and I put the natural query: "Have you rented it?" He laughed outright.

"No such luck! You must think nice little apartments are to be had for the asking down little old N'Yawk. It belongs to Bob Bliss, an editor on the Circle and one of the best old scouts I ever knew. And his wife is just about the prettiest, sweetest little piece of gingham in the city. They've gone to Virginia for a month's vacation, and old Bob gave me the key and asked me to make myself at home there any time I wanted to come in. They've only been gone two weeks, so we'll have all the time we want there."

"But, Dicky!" I exclaimed, aghast at his cool suggestion of taking possession of another woman's home in her absence, a woman, moreover, whom I never have seen. He meant that you should go there, not bring in a family."

# Blanks That Are Legal

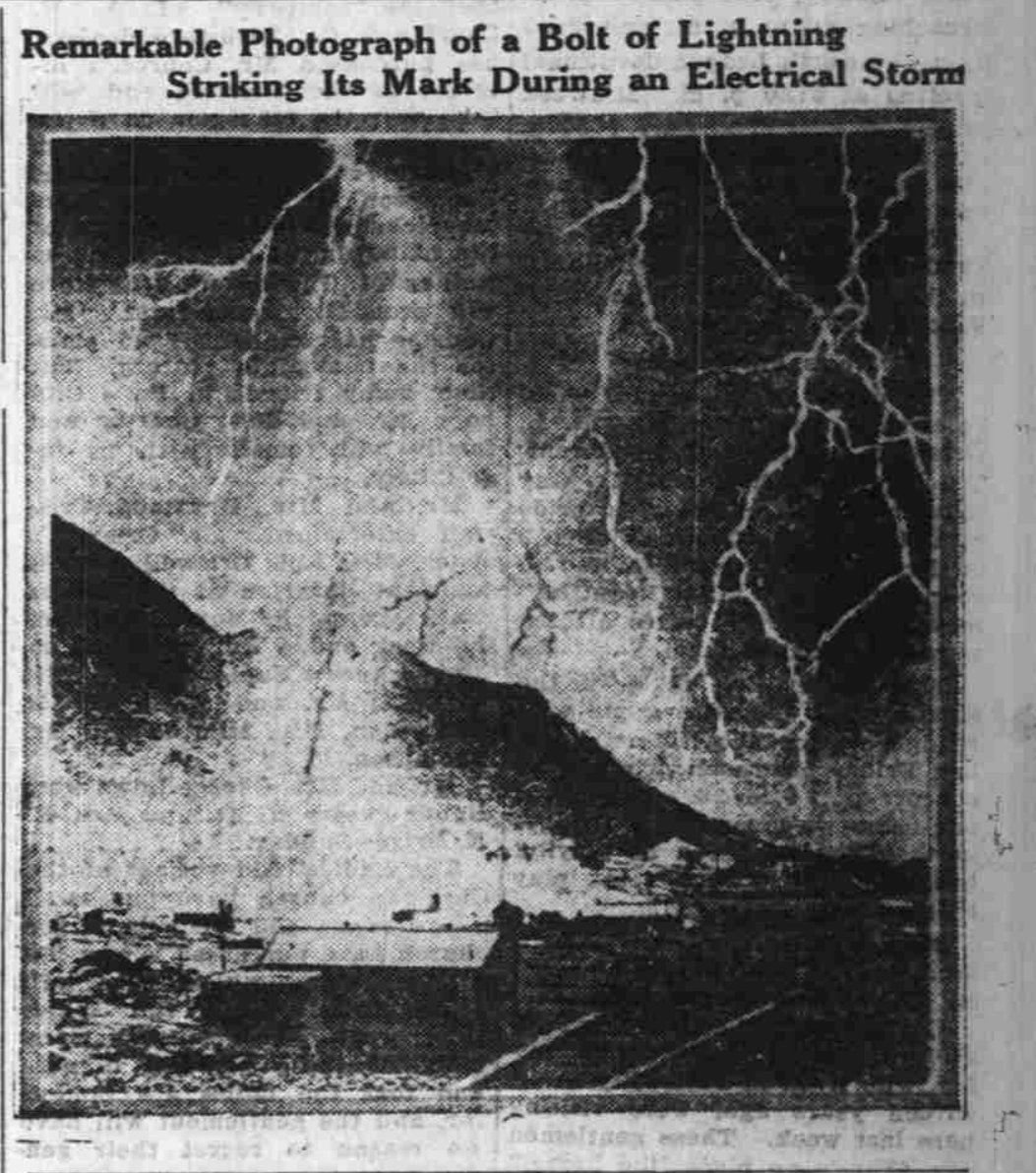
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Remarkable Photograph of a Bolt of Lightning Striking Its Mark During an Electrical Storm

# IF KIDNEYS ACT BAD TAKE SALTS

Says Backache Often Means You Have Not Been Drinking Enough Water.

When you wake up with backache and dull misery in the kidney region it may mean you have been eating foods which create acids, says a well known authority. An excess of such acids overworks the kidneys in their effort to filter it from the blood and they become sort of paralyzed and sluggish. When your kidneys get sluggish and clog you must relieve them, like you relieve your bowels, removing all the body's urinous waste, also you have backache, sick headache, dizzy spells; your stomach sour, tongue is coated, and when the weather is bad you have rheumatic twinges. The urine is cloudy, full of sediment, channels often get sore, water scalds and you are obliged to seek relief two or three times during the night.

Either consult a good, reliable physician at once or get from your pharmacist about four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys may then act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and has been used for years to help clean and stimulate sluggish kidneys, also to neutralize acids in the system, so they no longer irritate, thus often relieving bladder weakness.

Jad Salts is inexpensive, can not injure and makes a delightful, refreshing lithia-water drink. Drink lots of soft water. By all means have your physician examine your kidneys at least twice a year.—Adv.

# SAGE TEA TURNS GRAY HAIR DARK

It's Grandmother's Recipe to Bring Back Color and Lustre to Hair.

That beautiful, even shade of dark, glossy hair can only be had by brewing a mixture of Sage Tea and Sulphur. Your hair is your charm. It makes or mars your face. When it fades, turns gray or streaked, just an application or two of Sage and Sulphur enhances its appearance a hundredfold.

Don't bother to prepare the mixture; you can get this famous old recipe improved by the addition of other ingredients at a small cost, all ready for use. It is called Wyeth's Sage and Sulphur Compound. This can always be depended upon to bring back the natural color and lustre of your hair.

Everybody uses "Wyeth's" Sage and Sulphur Compound now because it darkens so naturally and evenly that nobody can tell it has been applied. You simply dampen a sponge or soft brush with it and draw this through the hair, taking one small strand at a time; by morning the gray hair has disappeared, and after another application it becomes beautifully dark and appears glossy and lustrous.—Adv.

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