

Paved Roads Lead to Salem, Motoring Center of Willamette Valley

Good Hard Surfaced Highways In Every Direction Open Nature's Playgrounds to Residents—Short Trips or Long Journeys Yield Utmost Pleasure—Seaside, Mountains, River and forest Lie Within Easy Driving Distance With Unmatched Scenery on Either Side—Percentage of Cars Owned Runs Above Average For State Despite Fact That Oregon's Entire Population Could Move Out of State at One Time In Its Own Automobiles—Touring As a Pleasure Outranks All Others For Favorable Climate Makes Driving a Pleasure the Entire Year

728 Miles of Highways Now Paved Within State

Not Counting Market Roads, \$99,001,922.05 Spent For Construction and Maintenance in Decade, Report of Highway Department, Engineer Discloses

During the decade since the present highway improvement plan was started the sum of \$99,001,922.05 has been used for road work. Of this sum \$12,576,896.46 was put forward by the various counties. The remainder was secured as follows: \$462,674.94 from railroad funds; \$9,976,414.55 from government funds, and \$75,986,596.10 of state funds. A sum of \$15,940,551.19 of the state fund was used for the payment of principal and interest on bonds. The handling of these funds has been under the supervision of the state highway commission, according to the report of the ten-year period which was submitted to Governor Walter M. Pierce recently by Roy Klein, state highway engineer. In the report he calls attention to the fact that the sums mentioned do not take into consideration the money spent on the various market roads.

To show for this expenditure the state now has 728 miles of paving, of which 178 miles are cement concrete and 550 miles of bituminous type, 217 miles of crushed rock or gravel surfacing, and 2491 miles of grading. These figures do not include the forest roads on the state highway system, which are constructed under the supervision of the United States bureau of public roads and which reports a total of 474 miles of crushed rock or gravel surfacing and 461 miles of grading. Also there has been constructed on the state highway system within the Crater Lake national park four miles of pavement and 11 miles of rock surfacing by a special appropriation from the federal government. In addition there are some counties which have graded or improved sections of state highway with their own forces or by contract of which the state department has no record. Only 947 miles of state highway, or 21.2 per cent of the total of 4468 miles included in the state highway system still remain unpaved.

suits achieved in the ten-year period are interesting when comparisons are made.

In 1916 there were 33,917 motor vehicles registered, and the motor vehicle license fees collected amounted to \$146,232. Outside of Multnomah county, excluding a few miles in Clatsop and Jackson counties, there was no pavement at all. Such gravel roads as were found were narrow and rough with some few exceptions in the more advanced counties. There was no continuity of improvement with frequently impassable gaps at the county boundaries, distant from the centers of population. In 1916 the first federal aid act for highways had just been passed. It was a meagre amount, but was the beginning of a national policy which has resulted in the allotment of many millions to Oregon. The state highway system then existed only on paper. In that year the Columbia River highway had just been opened as a dirt road to Hood River and to Astoria. The Mt. Hood loop was only a vision. The Pacific highway was impassable after the first rains, as were all roads leading to the coast. The route to Pendleton was over the hills by a circuitous route involving long, steep grades.

Development Gradual

The development from those conditions to present day conditions has been gradual and, therefore, has been accepted as a matter of course, but in that period social and industrial conditions have so changed as to make improved roads an imperative necessity. Therefore, the state did well to begin its road program early, even though much of the work was pioneering. The dependence of the various communities on continuous and uninterrupted highway transportation is remarkable.

"The commission has continued the unwritten but well established policy formulated by its predecessors and the construction program of the biennium has consisted in a large measure of completing unfinished contracts carried over from the previous year, filling the uncompleted gaps in the main through highways and extending branch highways and connections as far as funds were available, to the end that the public may secure the maximum benefit from the improvement. The policy of surfacing graded roads as soon as the roadbed has become thoroughly settled has been followed consistently.

"The state highway system is 4468 miles in length, of which there has been improved by the commission to date 728 miles of paving, of which 178 miles are of cement concrete type and 550 miles of bituminous type, 217 miles of crushed rock or gravel surfacing, and 2491 miles of grading. These figures do not include the forest roads on the state highway system, which are constructed under federal supervision."

Completion First Urged

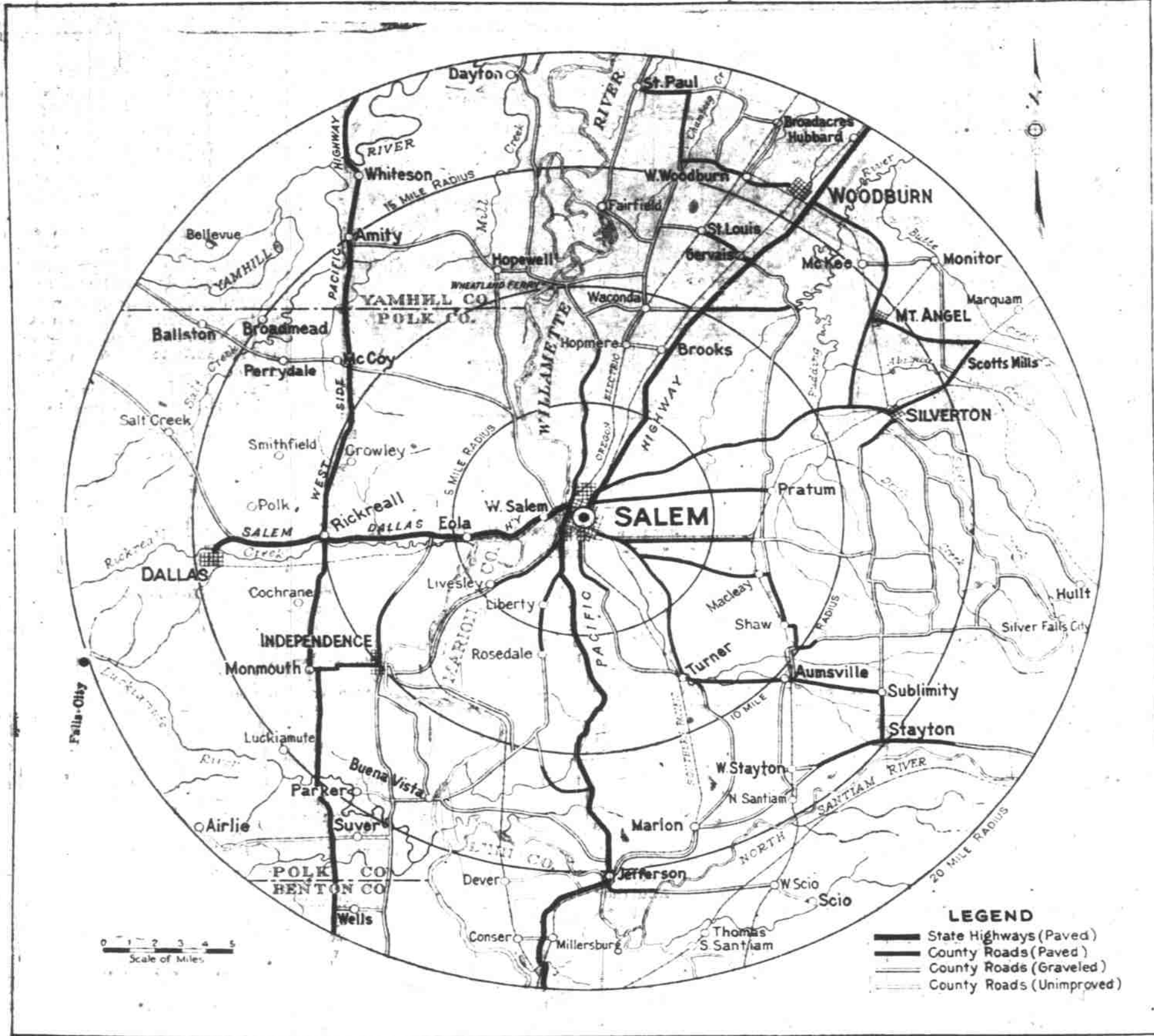
The report strongly recommends that no new state highways be added to the present system is completed, or at least, further advanced, declaring that the present system which covers approximately 10 per cent of the public road mileage, is adequate to cover the needs of the state. In this connection the report calls attention to the fact that in the state of Washington the state highway mileage is approximately 75 per cent that of Oregon, while the motor vehicle registration is 50 per cent greater, while in California with a motor vehicle registration seven times as great as that of Oregon, the state highway system is only 46 per cent greater.

That highway traffic has fully kept pace with highway improvement is indicated by a comparison of surveys conducted by the highway department on various roads at different times. For instance, on the Pacific highway near Wolf Creek at the time the count was taken in 1921, only 319 vehicles were counted during the day. This traffic had increased to 1250 in a day at the same point in 1926. A change in the character of traffic using the highways is also shown in a study of these surveys, which shows that during the biennium of 1923-24 horse-drawn vehicles constituted 1.32 per cent of all traffic over state highways, whereas in 1925-26 this character of traffic had dwindled down to 0.82 per cent. In the same period Oregon passenger automobiles had increased from 69.42 per cent of the total traffic to 70.76 per cent.

In the biennium just ending the highway department has spent a total of \$23,514,793.83, including \$18,536,414.20 of state funds, of which amount \$8,518,589.85 was applied toward the payment of principal and interest on road bonds.

Labor situation in Oregon good, with labor demand at peak.

ADD 26 MILES OF NEW COUNTY PAVED ROADS TO THIS MAP



Nine miles of new pavement on market roads in Marion county and all within Salem's trade territory radius, conservatively estimated at 20 miles, have been completed during the year just ended, according to Roadmaster C. L. Ver.

Some of this new pavement is on roads which were already established, but other units are entirely new. In all cases the new construction adds to the facility with which residents of these parts of the county may come to Salem to trade.

In order to visualize this improvement, the map of improved and unpaved roads which was made two years ago to illustrate the extent of Salem's trade territory is reproduced without any changes.

To bring it up to date, it is necessary to imagine the following sections of new pavement, totaling 26 miles, constructed within the past two years:

- From St. Paul north.
- From Hubbard to Broadacres.
- From McKee east to Monitor.
- From the junction of the Sil-

verton and Mt. Angel roads east toward Scotts Mills.

- From Brooks east.
- From Liberty southeast.
- From Turner southeast toward West Stayton.
- On the Shaw-Silver Falls City road.
- From Stayton east.

The amount of paved market roads in Marion county has increased 50 per cent in the last three years. At the opening of 1924, there were 99 miles of county paved roads in the county; the total today is 147 miles. This

is in addition to 38 miles of paved state highway, and more than eight miles in cities and towns.

AVIATION MAKES RAPID PROGRESS

EUROPEAN NATIONS MAKE ENORMOUS STRIDE

Despite Success of North Pole Flights, Pessimism Is Felt In U. S.

WASHINGTON, Dec. 31.—Substantial progress in the development of aviation, both commercial and military, together with several notable exploits of flying, including flights respectively by an airplane and a dirigible over the North Pole, was recorded during 1926.

While the United States took the lead in the private ownership and operation of aircraft and is well in the front rank in the technical development of military aircraft, it was a notable feature of the aviation progress in 1926 that European nations, especially the Latin countries, made enormous strides in their flying development.

There is a pessimistic note, however, in American aviation circles in the comparison of American and European commercial use of airplanes. While the U. S. commercial flying has displayed encouraging development, in Europe large airplanes, engaged in commercial and passenger carrying flights, are being used extensively mainly supported by governmental subsidies. Passenger carrying services in the U. S. have not been usually financially successful and aviation in this country must largely pay its own way, but the government is endeavoring to pave the way by establishing and maintaining airways without resorting to the subsidy policy.

A note of the future progress of commercial aviation is sounded in the plan of the post office department to turn over its air mail routes, entirely to private companies in 1927. Aviation authorities claim that the main problem, facing the flying industry to place it on a self-supporting basis, is to establish substantial reductions in cost of construction, operation and maintenance, together with betterment of the safety of aerial navigation.

Probably as an index for the

future of aviation in America the notable feature of 1926 was the clarification of aeronautical legislation, including the appointment of aviation secretaries in the departments of commerce, navy and war and the 5-year programs for the army and navy air corps.

What the Coolidge administration thinks of aviation is expressed in the increase of the air budget of the government by \$7,210,000 for 1928, despite the administration's policy of economy. The president recommended to congress, appropriations of \$523,000, an increase of \$10,000 for the National Advisory Committee on Aeronautics; army \$24,336,000, an increase of \$4,000,000; navy \$455,850, a \$200,000 increase and commerce, \$2,219,500 an increase of \$200,000.

Three flights to the North Pole were essayed in 1926, two of them

successful, one by an American in an airplane and another by a Norwegian in a dirigible. From January to May Captain George Wilkins, Australian flier, attempted to conquer the Arctic regions in flights from Alaska, but all of his three planes met with mishap. In a brilliantly courageous flight Lieutenant Commander Richard Byrd of the U. S. Navy contributed the greatest aviation exploit of the year in a flight on May 9 from Spitzbergen to the North Pole and return in 15 hours and 30 minutes. Roald Amundsen, the Norwegian Arctic explorer, and Commander Nobile of the Italian navy followed two days later with another flight over the Pole in the Dirigible Norge from Spitzbergen to Nome, Alaska, a trips of 20,000 miles.

Other notable flights were the Army's hop to South America, and

the exploits of an Englishman, Sir Alan Cobham, who flew from England to Capetown, South Africa, and of two Frenchmen, Lts. Challes and Captain Weiser, who flew 3,250 miles from Paris to Bender Abbas, Persia; An American, Lt. James Doolittle of the army who topped the Andes from Santiago, Chile to Buenos Aires on September 3, displayed an example of courage for he flew with both ankles broken. In smashing all the seaplane speed records in the Schneider Cup races, Mapor Mario de Bernardi on November 13 brought fame to Italy.

In the National air meet of September 11, Lt. C. T. Cuddihy of the U. S. Navy established a new pursuit ship speed record with 180.495 miles per hour. Walter Beach won the Ford Reliability contest, covering 2,652 miles with an average speed of 124 miles an hour, on August 21. American balloonists came to the fore, Wade Van Oman capturing both the national balloon and the Gordon Bennett international balloon races.

Probably the worst aviation disaster of the year was the burning up of the giant Sikorsky biplane after it had left the ground on its

New York to Paris flight with Captain Rene Ronck, French world war ace at the controls. Two of the plane's crew of four were killed.

Air traffic multiplied the problems to police authorities in 1926. In the south "hoop hopping" flying was prohibited after a cotton farmer was killed by a low flying plane, while at the Harvard-Pale crew races air police were on duty to prevent planes flying at low altitudes over the crowds.

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There are sledge-hammer collection methods which not only fall but cost the subscriber as well, but the Merchant's Credit Bureau, Inc., uses the hammerless. It isn't so noisy but it does the work. It is gentle, free from friction and puts it over.

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