

STATE NOW IN 'FERRY GAME'

"Pop" Gates Explains How Ferry Operation Has Grown in State

"During the past two years the Oregon State Highway Department has gone into the ferry business," stated C. E. (Pop) Gates of the state highway commission and director of the Oregon State Motor association. "Two ferries are now being operated by the state highway department along the Roosevelt Coast highway.

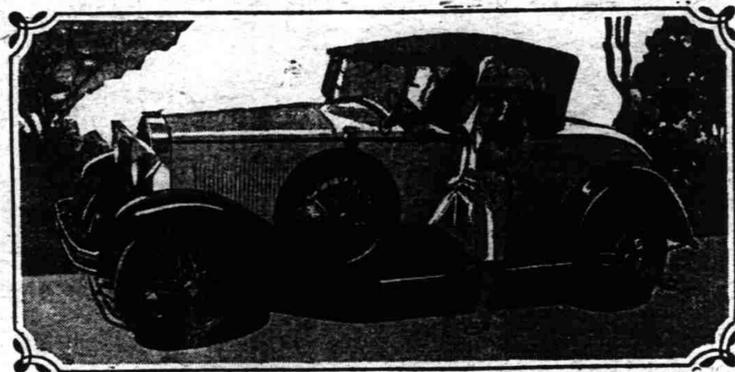
"During the summer of 1927," continued "Pop," "a power ferry, known as the 'Rogue' was designed and constructed by the Department for plying the Rogue river between the towns of Wedderburn and Gold Beach on the Roosevelt Coast highway. This boat consists of a double-ended tunnel-type propeller ferry, powered by means of a 75 H. P. full Diesel engine, 64 feet in over-all length and having a capacity of eight cars. The total cost of the ferry installations, including slips and auxiliary equipment to date, amounts to \$47,506.65. Ferry service was inaugurated in October, 1927, and since that time has been maintained from 6 a. m. to 10 p. m. each day, including Sundays, or 16 hours per day.

During this period 202 hours have been lost due to mechanical difficulty or 2.9 per cent of the total gross operating time. In addition to mechanical difficulties there have been certain stages of the river when it has been impossible to maintain ferry service. Under extreme low tide conditions the depth of water is not sufficient and during freshet periods the extreme current velocity and presence of floating drift renders it hazardous to operate. Owing to the above causes further delays amounting to 150 hours were experienced during the 14 month period above, representing an additional loss of 2.2 per cent of the total gross time. The total representing an additional loss of 2.2 per cent of the total gross time. The total percentage of lost time due to all causes, therefore, amounts to 5.1 per cent.

Large Savings In Auto Lists Made By All Counties

Practically every city and county in the state has equipped itself with the 1929 automobile registration lists for use in law enforcement work, the books being purchased from a private company instead of being furnished by the state as heretofore. The state purchases enough books to serve its purposes for \$750 per year. The difference is a direct saving to the tax-payers, as explained by the secretary of state who inaugurated the new plan. A special price for city and county officers has been arranged by the publishers of the books, and reports show a general distribution and wide spread use of the copies.

One of the First Signs of Spring



The snarley dressed girl and the snappy open car is one of the first signs of Spring. In this particular case the snarley dressed girl happens to be none other than Lupe Velez, noted screen star who is featured in productions of the United Artists. The snappy car is a new Whipplet Six De Luxe Roadster, a product of the Willys-Overland Company.

'More Action' Cry of Men On Border Who Champ at Slowness of Mexican Scrap

While not disparaging the seriousness of purpose of either the government or revolutionary forces in the present Mexican conflict, the military activities thus far immediately south of the United States border have their "opera bouffe" moments to Ralph Cummins, nationally known writer of western fiction.

After spending a series of weeks visiting the scenes of principal border hostilities Cummins has only recently returned to his study far back in the mountains of northern California. His strenuous scouting trip was made in a newly acquired 1929 Buick coupe and had for its primary objective the accumulation of material for future stories.

War Writers Checked
"As far as my quest was concerned, I considered it quite fruitful, but I am a bit afraid the galaxy of newspaper war correspondents assigned to the border fighting zone do not consider themselves so fortunate," Cummins remarked to executives of the Howard Automobile company on his homeward journey, according to word received here by Otto J. Wilson, Buick dealer.

"The news writers declare they are not getting enough action and are literally champing at the bit for bigger and better fighting," the author resumed. "And it is quite true that up to the time I left for the north the border battles had been desultory, to say the least. The long awaited rebel attack on Naco was especially disappointing to the press representatives. Chafing over the dearth of 'hot stuff' the reporters, during one of the numerous battle lulls, actually rounded up a group of warring generals and suggested that steps be taken to provide more action. They urged that some tanks be brought into play—these would at least provide something new to write home about. There were no stray tanks in the neighbor-

hood, however, and the ingenuity of the reporters was thereupon put to great strain. At last they rounded up a couple of decrepit tractors and these they made available to the Mexicans. Result—next morning the "tank" made its auspicious bow in the border war theatre and was introduced with fitting notice to the great American reading public."

'SAFETY FIRST' IS COMMISSION'S AIM

"Safety First" has been the slogan of the state highway commission as regards the replacement of bridges which either through age or the growth of traffic have been made unsafe. During the past two years, the highway department has constructed on the state highway system a total of 48 bridges, many of them replacements, expending for bridge construction work approximately \$960,000. From information furnished by the Oregon State Motor association, the state has supervised the construction of 22 bridges built by counties on market roads and other county roads the cost of which bridges approximated \$200,000.

Probably the two largest bridges built on the state highway system during the past year have been the bridge over the Deschutes river at Maupin on the Dalles-California Highway and the Willamette River bridge between Eugene and Springfield.

The Deschutes bridge at Maupin is 825 feet long and was built at a cost of \$94,860. The bridge at Springfield is 550 feet long with 150 feet of viaduct on the west end and 240 feet of viaduct on the east end. The cost of this bridge is \$127,300.

BLUE BOOK WILL BE READY NEXT JULY

The compilation of the 1929-1930 Blue Book is well under way at the office of the secretary of state, with C. N. Langridge, chief deputy, in charge of the work. This book, which is an official directory of state, municipal and federal offices, is the most popular volume issued by any of the state departments. It is issued each alternate July following the legislative sessions, and contains a great many interesting facts concerning the state. Inasmuch as the 1927-1928 edition has been

TRAFFIC DIVISION SPENDS HUGE SUMS

"The Oregon State Highway commission, in addition to building and maintaining the highway system, aids in the operation of this system by contributing to the upkeep of the State Traffic division which is under the direct supervision of the Secretary of State," stated E. B. McDaniel, president of the Oregon State Motor association recently.

"The state traffic division now consists of Chief T. A. Raffety, two captains, three lieutenants and approximately 30 officers. A total of 1,896,168 miles have been patrolled by the officers of the division during the past biennium. This represents an average daily patrol of practically 2,600 miles for 24 months, regardless of weather conditions or other obstacles that tend to diminish the aggregate. A further analysis shows that for every 250 miles of patrol one arrest was made and 18 warnings issued, a written warning every 14 miles. For every offender that has been summoned to appear in court 18 others have been cautioned and instructed to proceed more carefully.

"During the biennium the traffic division has been instrumental in the recovery of a total of \$417,360.63 from fees collected, resale value of stolen vehicles recovered and fines imposed."

exhausted for several months, an appropriation for the ensuing Blue Book, but the legislature looked upon the increase with disfavor. Requests for the new edition of the Blue Book should not be filed until July 1st, according to an announcement of the compilers.

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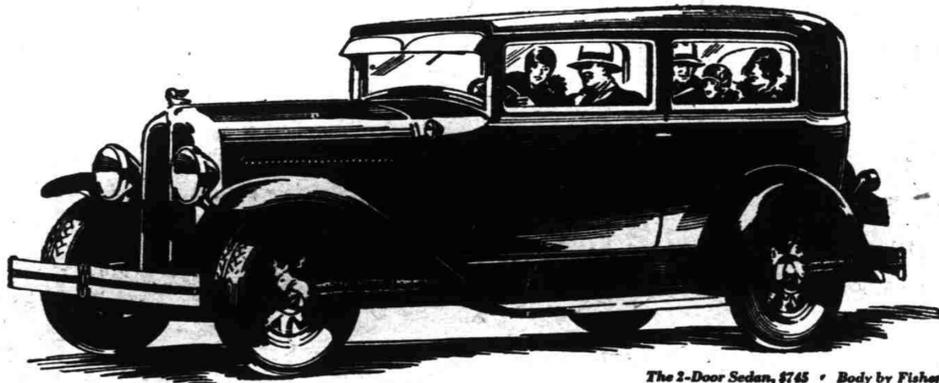
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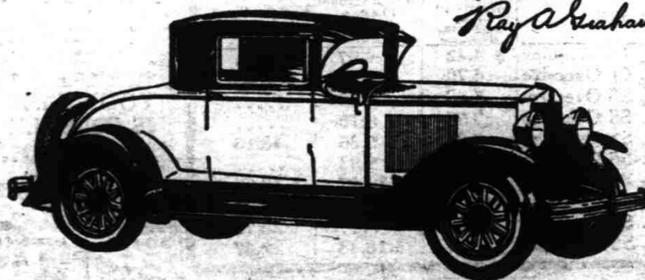
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