

Roadmaster Finn Makes Exhaustive Report

County Roadmaster Waldo J. Finn, in submitting his first annual report to the county court on Wednesday, gave some decidedly interesting information concerning road work for 1914. There were 10,620 cubic yards of rock crushed, and 21,000 yards of gravel used, besides which 41 bridges were repaired, 132 tile and 35 wooden culverts constructed, and 37 miles of highway graded. Donation work aggregated \$3,213, which shows that interest in better roads is manifest. Forty-one miles of road were prepared for oil and oiled, for which work \$1200 was contributed to assist in the experiment. A 300-foot span of steel was erected over the Yamhill river, and also a 100-foot wooden bridge, in addition to which there were five steel spans of less than 50 feet each, one 10-foot reinforced slab-top concrete bridge with a 10-foot span, and another with a 7-foot span.

Mr. Finn's report of the work accomplished during the year in the several districts follows:

Mr. Finn's Report.

District No. 1, supervisor, Alonzo heavy grading; number yards of rock crushed, 3067; maintenance, 400 crushed at Tharp quarry used for patching and balance 2664 at Worth quarry near Butler. Rock at Tharp quarry not suitable for road building, being too soft. Four tile culverts were put in, Cochran bridge repaired, temporary bridge put in at Tharp quarry across Yamhill river. It was removed this fall to save plank from floods. Several hundred dollars were spent cleaning off Willamina grade.

District 2, supervisor, H. A. Dorton—Nearly all the roads in the district were smoothed up, about five miles of grading done, 300 yards of gravel put on this year, 50 yards banked for patching. The source of gravel supply is the Yamhill river. Some of the gravel was poor quality. Five concrete tile culverts were put in, and two bridges were repaired.

District 3, supervisor, D. L. Keyt—Indifferent patching and smoothing; two or three miles of regrading done; 600 yards of gravel put on the road this year; now banked for patching. Source of gravel supply, Independence. Good gravel could be had at the Yamhill river for this part of the district.

District 4, supervisor, V. A. Cochran—Most of the roads were patched and smoothed up in the spring. Considerable regrading, etc, for gravel was done and 900 yards of gravel were put on the roads, and 100 yards of gravel were banked for patching. Source of gravel is the Willamette river. Thirteen tile culverts were put in; seven plank culverts; one 32-foot span bridge; one 12-foot span bridge. The roads are in good condition generally.

District 5, supervisor, Marian Putnam—One mile of heavy grading was done in good shape, and one-half mile of fill work; 3 miles of medium grading was also done, and about 1100 yards of gravel were put on the roads, and about 30 yards of gravel were banked. Source of gravel supply is the Willamette and Rieckreall rivers. 4 tile culverts were put in; 3 wooden culverts and 4 bridges were repaired. The main road to Salem needs repairs and maintenances.

District 6, supervisor, Frank Valier—Approximately 2 1/2 miles were graded for gravel, half a mile of heavier grading, and most all the roads were gone over and smoothed up. About 2300 yards of gravel were put on the roads, and 140 yards of gravel banked. Source of gravel supply is Independence and the La Creole river. Five tile culverts; 4 wooden culverts; a 126 steel span across Mud Slough, and 100 wooden span across the La Creole at Bowersville. Roads north of the river are good; those south of the stream need work another year.

District 7, supervisor, Chas. Durrell—Heavy traffic requires heavy maintenance, which draws heavily from the gravel pit and river, which is quite handy. About 1100 yards of gravel were put out. Does not need gravel banked as the pit is accessible at all times of the year. Four tile culverts were built.

District 8, supervisor, Jake Smith—Approximately 4 miles of grading was done; 800 yards of gravel put on, but no gravel was banked. Source of gravel supply is the Willamette river. Several tile culverts and bridges were put in.

District 9, supervisor, M. N. Prather—Approximately 2 1/2 miles of heavy grading through timber was done and one mile of medium grading; 1200 yards of gravel were put out; one 36-foot span bridge and 11 culverts were put in. The roads are in fair condition, but show need of maintenance and dragging.

District 10, supervisor, Fred N. Stump—Roads are well dragged and

maintained in places, patched and drained; 700 yards of gravel were put out. Source of supply is Independence and Corvallis. No culverts; one bridge, 30-foot span.

District 11, supervisor, C. S. Calkins—Several miles of grading was done; 400 yards of slip work for gravel. Grading on Hewitt hill. 480 yards of gravel were put out and 50 yards of gravel were banked. Source of gravel is Independence and Luckiamute rivers. Eight tile culverts were put in and a 20-foot span; seven wooden culverts. Graded roads are in good shape, but south of Airline roads need fixing.

District 12, supervisor, R. R. Riggs—One and a half miles of grading was done in good shape and graded; 3000 yards of gravel were put on, 2400 on Guthrie lane from Independence and 600 yards near Gardner's from Luckiamute. One 7-foot span concrete culvert; one 26-foot span steel on concrete; one 30-foot span wooden truss; 4 bridges repaired. Two tile culverts were put in. Roads that are graveled or rocked are good, but the dirt roads are bad.

District 13, supervisor, T. J. Alsip—Good grading, cutting and fill work; one job of 1120 lineal feet of slip work on the Coffield road that took 160 yards of gravel to cover it was done. Takes a great deal of maintenance work in this district. Approximately 800 yards of gravel were put out and approximately 80 yards of gravel were used for patching. Source of gravel supply is Independence and the La Creole rivers. Roads are in good shape, with the exception of some of the side roads. Cooper Hollow roads need help. Three tile culverts were put in and one wooden one.

District 14, supervisor, S. L. Stewart—One mile of heavy muck grading and soapstone, and about 300 cubic yards of fill work on the road running north and south through Bethel was done. Most of this road is stoned and graveled; 2 mile haul from McCoy. Source of supply is Independence. Approximately 900 yards of gravel were put out, and some 150 yards of gravel were banked. Distance covered about 10,000 feet; distance covered by rock, 600 feet; 8 tile culverts and 4 wooden culverts were put in. Two short span steel bridges, one at Holmes' Gap, the other near A. H. Wyatt's place were, put in. Both bridges are on concrete with wing walls.

District 15, supervisor, Walter Bird—Hard soil to do much with except by rocking or graveled as the grading is done. About 3000 feet of grading was done, 2500 of which was graveled. Considerable patch work. Source of supply is Independence and La Creole rivers. Approximately 324 yards of gravel were put out, and approximately 20 yards were banked. Four tile culverts were put in, and some repair work done.

District 16, supervisor, John Underwood—This district is north of Independence and has the heaviest travel of any in the county. It is the best maintained. Luckily it is handy to gravel. Work consists widening of fills, putting up end walls, smoothing up and regrading and graveled and draining, and redecking Independence bridge. Source of supply, Willamette and La Creole rivers. Approximately 900 yards of gravel put out and 100 banked. Two fills of about 100 cubic yards each were made.

District 17, supervisor, James Middleton—The principal work consisted of 1 1/4 miles of crushed rock road, on which some 1800 yards of rock were used. It was later oiled with approximately 3000 gallons of road oil. Benefits may be seen later. Some rocky grading. Approximately 1900 yards of rock crushed, and 120 yards of gravel used as patching on the old rock road. Gravel from Independence. Three tile culverts. One 30-foot wooden truss bridge over Salt Creek river; one 10-foot reinforced slab top concrete bridge. Some of the side roads are in poor shape, but owing to the amount of money drawn down by this district the roads rank higher than do any in the county.

District 18, supervisor, Frank Wilson—One mile grubbed and graded, comprising several jobs; viz: Quite a stretch from Michigan City and down the Wallace hill, through another stretch west of Amy Southwick's. Made two large fills comprising about 2500 cubic yards of earth moved. Approximately 2000 yards of gravel were put out and approximately 300 banked. Source of gravel supply is the Willamette river; 12 tile culverts were put in and several bridges were replanked. Main roads are in good shape, but side roads are poor.

District 19, supervisor, Ren Womer—About one mile of heavy grading in clay soil and muck, soil that has to be graveled or rocked. Change of road

was made which eliminates the Joe Edward's hill. Approximately 1000 yards of gravel were put out, but no gravel was banked. Source of gravel is the Luckiamute river. Six tile culverts were put in, and the bridge across Pedee creek was repaired.

District 20, supervisor, L. I. Bursell—Side roads in passable condition. Channel through the Whitaker place should be cleaned out and flood prevented from going over the road. Source of supply, Willamette and La Creole rivers. Approximately 600 yards of gravel were put out, and 5 yards banked. Two miles of gravel road were patched, 3 miles graded and some regraded; 13 tile culverts were put in and also one wooden culvert.

District 21, supervisor, A. Sampson—A piece of rock road leading east out of Falls City was finished, a change of road was made leading out of Socialist valley to Falls City. Approximately 1600 yards of rock were used by the district, and 200 yards of gravel were used. Source of gravel supply is the Little Luckiamute. It is hard and expensive road building in this locality. Most of the roads in this district are nearly impassable in the winter time; must be rocked or graveled to make them hold up. Four tile culverts put in. Numerous other culverts put in along with repairs on bridges. A bridge near the Wright place out in the Siletz basin is in bad shape and needs fixing or better still a new one. Work will be begun early in the spring on the Siletz basin road out of Falls City.

District 22, supervisor, Thos. J. Merrick—Roads in this district are a pretty hard proposition, most hard to work and no suitable material handy to gravel or rock them with, consequently they get pretty bad in the winter, though I think a good drag would help them a great deal though not so much as in the valley where the soil packs better. Approximately 500 yards gravel put on, none banked. Source of gravel supply, Mill creek and Goose Neck creek. Six tile culverts put in; 2 wooden culverts; repairs on three old ones; one 300-foot steel span across the Yamhill river. Cost about \$9350.

Repairs and Maintenance.

The need of effective repairs and maintenance of our highways has become recognized by most everyone. It is a subject separate from any other. It is demonstrated everywhere that "a road is no better than it is maintained." Maintenance is now being considered when making appropriations for road purposes. It is advisable to set a good sum, at least 10 per cent of the road fund, aside for repairs and maintenance during the winter months. It is a recognized problem how to get the supervisor out at the right time, which is probably due to his having spent all his funds, or possibly he would rather sit around the fire on a rainy day than to get his road drag out and do some effective smoothing. It has been established that the split log road-drag is one of the greatest road tools for maintenance there is. We would have better results if more of them were used in this county.

It is a conservative estimate to say that the wear on most of our roads has increased five times in the past five years. Consequently the time is fast approaching when a few of the main roads will need to be hard surfaced. The motor driven truck is evidently here to stay; we must build road for it. In order to prevent dust and maintain some 42 miles of our roads a coating of fuel oil was applied. Where the rock or gravel road had sufficient crown the results appear to be very good, but on other places and dirt roads I do not think the results justify the expense of \$90 per mile, which is approximately what it cost Polk county. The bad results are these: It makes a disagreeable slush and owing to uneven penetration of the oil abrupt chucks are formed. A grader behind a scarifier drawn by an engine, all of which is to be followed up by a roller is a good treatment for old gravel roads.

In conclusion I will say that the most successful, in fact the only successful attempts at systematic repairs and maintenance that are on record are those attempts which have been managed with skilled and strong central control. Repairs and maintenance operations upon all public roads necessarily extend over a period of years, this calls for a comprehensive plan.

Recommendations.

Along the line of recommendations to the Hon. County Court:

1. Outside of the planned work for the ensuing year, the first thing that comes to my mind is the part that local politics plays with the appointment of supervisors, of which there are some 22 in this county. This makes for about 28 different types of roads. The term of office of these men is one year and rotation in office tends to be the rule, consequently none are in office long enough to mature their experience into knowledge of benefit to the community. In that way there is a constant economic waste of funds,

unintentional and sometimes intentional.

2. Be it recommended that when supervisors make good, keep them in the road building game as long as they continue to make good. It is advisable and a saving of funds to make "The Bileu Change" of road, which is about one mile south of Fern's lane.

3. It is also deemed well to make the Shepherd change of road.

4. Another change that would be well to make is north of Buford Stone's via the Sroggin place, cutting out Wolff's hill to the Willamina bridge across the Yamhill.

5. In order to get the proposition going it would be well to make arrangements whereby property owners and the county would pay their respective halves of the cost of one or two miles of hard surface road leading north out of Independence.

6. It is of utmost importance that about \$5000 be set aside from available road funds for the purpose of maintaining and repairing the roads during the winter months of September, October, November and December. This will probably result in more dragging, as there will be funds to operate with.

7. It is good policy to replace short wooden span bridges where advisable with either concrete arches or slabtop reinforced concrete bridges, say three or four a year, and larger spans with steel spans.

8. With the proper amount of backbone it would be advisable for the county court to reduce the number of road districts in the county to two.

9. It would be a splendid idea for the supervisors to go over the roads in their districts at least once a month on a drag, with a shovel taken along for use.

10. I recommend that Polk county pay for their roads as they are built. I do not approve of bonding unless the proposition could be arranged whereby the government could loan its credit and procure money at 2% or 3% for road purposes. It would be well for the court to recommend some good road legislation to the legislature this year, viz: The better proportioning of the expense of any hardsurfacing of roads that might be done.

12. New roads are propositions which county courts have to deal with the utmost caution so as not to seriously offend the petitioners, because it is good policy for courts to disallow most new roads, as there are thousands of miles of old roads needing the money that would have to go on new roads if they were allowed.

Therefore, it should be resolved that no new roads be opened up unless they be roads of merit. This does not apply to many valuable changes which could be made in this county.

J. W. FINN,
General Road Overseer.

NEW GOVERNORS ARE NAMED.

Meeting Will Be Held Tonight to Elect Commercial Club Officers.

The newly-elected board of governors of the Commercial club will convene tonight at 7 o'clock for the purpose of electing officers of the club for the ensuing year. The directory was named at the annual meeting on Wednesday night, its personnel being as follows: Messrs. W. G. Vassall, U. S. Loughary, J. R. Craven, Lew A. Cates, Henry Serr, M. L. Boyd, A. C. Peterson, A. L. Martin, A. B. Muir.

The report of the secretary showed the organization to be in good condition financially, it having approximately \$1000 on hand at this time. The club approved the manuscript of the new community booklet, prepared under the direction of the publicity committee by Lew A. Cates, and the same will be issued and ready for distribution during the present month.

Hard Hit by War.
Hunters and trappers who have been making good money on fur-bearing animals in this county for several winters are hard hit by the war in Europe. There is practically no foreign demand for raw furs, the home demand is not as great as the local supply, and the trappers are unable to get any kind of a price on their skins.

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COURSES: Professional, Supervisors, Rural, Primary.
ENTRANCE REQUIREMENTS: Completion of two years high school work or its equivalent.
GRADUATION: Completion of Elementary or Standard courses leads to State Certificate without examination.
TERMS BEGIN: Regular, February 4; Short, April 5; Summer, June 21.
INFORMATION: For further information write to Registrar.

Why Do So Many Come to the Sales of the Dallas Mercantile Co.

?

We asked this question about two weeks ago, and offered a prize of a pair of fine silk hose for the best answer. The answers were many but we decided the best answer was as follows, by Miss Buena Fiske:

"Because They Don't Sell Cheap Goods but Goods Cheap"

Many other good answers were received. A few were:

"Better Goods for Less Money and Very Obliging Clerks"

"Because They Get Their Money's Worth and Trading Stamps, Too."

"Good Bargains and Good Looking Clerks."

Could you have given a better answer? If you can we will give YOU a pair free---the best we have in the store