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NEW HIGHWAY FOR WEST SIDE

WILLAMETTE TO RUN FROM DAYTON TO CORVALLIS VIA INDEPENDENCE.

For the purpose of developing a new state highway through the Willamette valley, an association has been formed with I. L. Patterson of Eola at its head, and having as members prominent road enthusiasts of Yamhill, Polk, Marion and Benton counties. The new highway will be christened either Capital highway or Willamette highway, and it seems probable that the latter name will be selected on account of the fact that it will parallel the Willamette river for about 75 miles.

The present plan calls for a highway branching off the West Side highway at Dayton, 32.4 miles southwest of Portland, and extending up the west side of the Willamette river to a junction with the Salem-Dallas highway at West Salem. Which of the existing roads will be used is not yet determined, but in any event a connection will be made with Wheatland ferry. This section between Dayton and West Salem will be about 22 miles in length. It presents no difficult problems of construction and will open up a section that now has no railroad facilities.

From West Salem to Brunk's corners the recently completed pavement of the Dallas - Salem highway will be used and here the Willamette highway will turn to the south and pass through Independence. This section of road is one of the most heavily traveled in the state and is in urgent need of paving.

The association has not yet made up a route south of Independence, but if the plans of the state highway commission prevail, and the West Side highway is extended south from Monmouth to Corvallis, then the association will endeavor to get an extension of the Willamette highway south from Independence on a route nearer the river to Albany, and thence over the river road to Corvallis. The last named section is already established as a state highway by law, but no work has yet been done on it.

It will be noted by an inspection of the road map of the Willamette val-

ley that the proposed new highway will serve a great deal of territory not now served by good roads, and a considerable portion is not even served by railroads. The proposed highway will also furnish several diagonal cross connections between the West Side and the Pacific highways.

It will start on the West Side highway at Dayton, touch the Pacific highway at Salem, and will connect back to the West Side highway at Independence by means of the connection with Monmouth. It will then connect with the Pacific highway at Albany, and finally with the West Side highway at Corvallis.

This will make four cross connections in all, and at the same time the highway will be very popular for through travel as well as for local service. Some sections are even now very heavily used.

While at present no extensions south of Corvallis is contemplated, it would be possible to get an excellent location by crossing the river at Corvallis and following the east bank to Harrisburg, parallel with and several miles west of the Pacific highway. At Harrisburg the Pacific highway would be crossed and the Willamette highway would then extend to Eugene by way of Coburg.

In fact, at one time the highway commission seriously considered routing the main Pacific highway through this territory. From Eugene the new Willamette highway would merge with the old Willamette highway up the middle fork of the Willamette river and over the Cascade range into eastern Oregon. The road as planned would be by far the shortest route to Crater Lake and the Klamath country.

Just what attitude the highway commission will take is uncertain but it is probable that even if the new highway is placed on the map by the commission or by the legislature, immediate construction would be out of the question until other roads are more nearly finished.

It is possible that the commission might be prevailed upon to take up some of the sections now, including the stretch from Brunk's corners to Independence, and between Albany and Corvallis, especially since the latter piece is already provided for in the state programme.

One of the first actions to be taken by the new association will be to urge the commission to pave the section of the West Side highway between Newberg and Dayton station. This stretch has already been graded and graveled, and is ready for hard surface. It is one of the most heavily traveled roads in Oregon, and is not only an important connection with the new Willamette highway, but also serves Dayton, Lafayette, Dundee, McMinnville, all the Tillamook country and the points south of McMinnville on the West Side highway.

The unpaved section is six miles long, and if a paving plant were to be set up this fall, the section could be completed early next summer. With the hard surfacing of this section, there will be continuous paving for 35 miles from Portland.—Oregonian.

FARM PRODUCTION COST IS FOUND TO BE HEAVY

Oregon Agricultural College, Corvallis—The cost of produce is being determined by the farm bureaus of Malheur and Sherman counties.

"In solving economic problems, cost of production is a fundamental item," says the Oregon State Farm Bureau News. This has been too generally overlooked in farm mechanics.

The cost of production survey of growing alfalfa in Malheur county showed that most of the money made by farmers there was on rising land values. It was found that after allowance was made for interest and normal depreciation of equipment and other investments, the labor incomes of more than 60 farmers were only about \$1000 a year.

"Considering the size of their investments this labor should have brought the farmers managers' salaries rather than laborers' wages," said the News.

The cost of producing wheat in Sherman county was found to be about \$1.40 a bushel, ranging from \$1.11 to \$1.94. This reduces the labor income of the farmers far below what it is generally thought to be by the public.

The projection of taking up cost

production work where feasible is recommended to the farm bureaus by the News.

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