## **NEW YEAR'S EDITION** COUNTY SECTION MEDFORD MAIL TRIBUNE COUNTY SECTION No. 242.

#### FORTY-FIRST YEAR.

MEDFORD OREGON, MONDAY, JANUARY 1, 1912.

# Jackson County to Spend \$1,500,000 for Good Roads

(By W. W. Harmon, County Road Master.)

Jackson county has, by an overwhelming majority, voted to issue \$1,500,000 bonds for the construction of a system of permanent highways. As soon as the validity of the bonds is passed upon, construction will begin under supervision of the county court and a highway commission named by it to assist in the work.

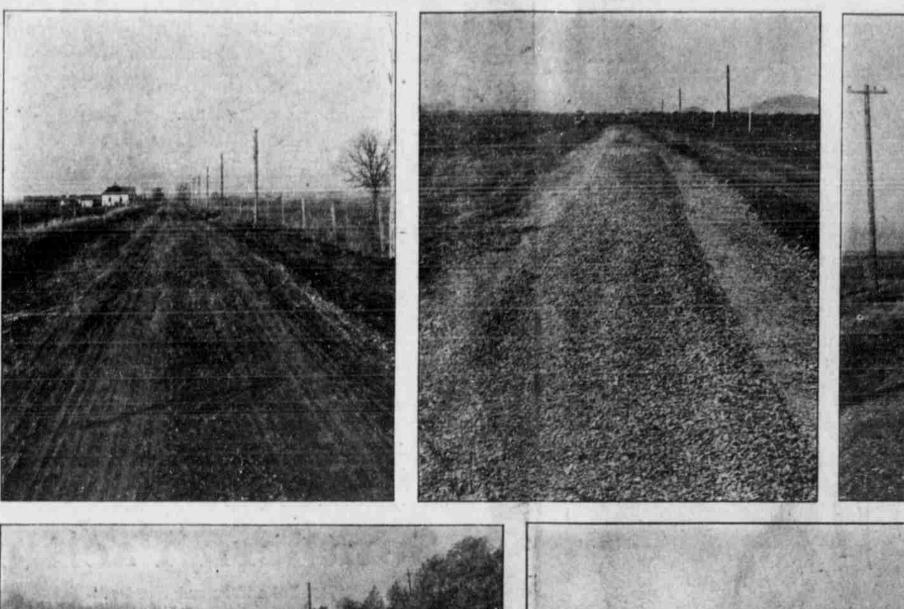
Jackson county thus leads the state in the good roads movement. If the supreme court passes favorably upon the bonds, its example will be generally followed by the other counties, and the next few years will witness remarkable highway construction.

The last half century has been so noted for its building and development of railroads that wagon roads have been almost entirely neglected. The science of building permanent highways is an old one. The famous Appian way, leading from the city of Rome to the Mediterranean sea, was built 320 years before Christ and is a good and permanent road today. John Macadam, a Scotchman, after whom the macadam road is named, built permanent highways over England, Ireland and Scotland more than a century ago, which stand today as a substantial monument to his mem-

In the early part of the last century our own government, with state aid, built some important roads through Pennsylvania, Indiana and Ohio. These highways were constructed to accommodate the immense western move of emigration, but the rapid building of the railroads kept in advance of western settlement and almost entirely monopolized all other modes of transportation. In fact, the people of this country had come to rely so thoroughly upon railway transportation that little thought was given to any other method of traffic.

#### Advent of Autos.

The advent of the automobile has changed all this. The people now realize that they can travel with comfort and safety over country roads almost rivaling the passenger train itself in speed; hence the long neglected science of highways has be come, we might say, the vital and most important subject of every populated district of the United States. State aid in some cases as high as \$50,000,000 has been appropriated for the construction of permanent roads. The eastern states. have, for the past 10 years, been giv- that will be dustless, and stand the ing this matter their undivided attention. While the automobile has set us to taxing the inventive genius of the For the same cost railroads haul a out for itself. ton of freight 50 miles. According to General Stone's report to congress. with roads constructed and maincan be hauled with horse power for the entire country, having as it has an average of 12.5 cents per ton mile. the best of basaltic rock, shown by When we come to consider the dif- government test to be the very highference between 12.5 cents and 25 est in efficiency, and distributed so cents on two hillion tons of freight, thoroughly over the county that we begin to comprehend the immense erushers may be set up at different loss to the people of this country on points, making the maximum haul of account of bad and imperfect high. material not to exceed five or six ways.







Macadam roads constructed by county, showing stages of construction.

preciation, \$6447.32; total number of cubic yards crushed rock laid, 4132; cost per cubic yard of rock in place, \$1.558; cost per mile of completed road, \$3223.66; average length of haul of rock, 5.1 miles.

Desert road, 1.5 miles, rock 12 feet wide, 10 inches thick-Total cost, plus 10 per cent machinery depreciation, \$7839.64; total number of cubic yards crushed rock laid, 2635.5; cost per cubic yard of rock in place, \$2.974; cost per mile of completed road, \$5226.42; average length haul of rock, 1.5 miles. Note--Large cost caused by poor quarry, the rock being in boulders.

Prospect road, six miles, 40 feet

#### People Educated.

The period of education has passed The people are thoroughly awakened to the advantages of good roads and in all sections of the United States they are liberal with their contributions. The people are ready to furnish the money. They say, "Give us outrun supply.

The road builder is confronted are still inclined to cling to their old consummating plans for the building and obsolete methods of building of a large cement factory right here that John Meadam gave to the forward with a considerable degree world has proven inadequate for of hope. wagon and automobile. The steel tire

and the cork of the horse's shoe will in time grind the hardest known rock fronted with a more serious problem for this money. It should not be a the county will, in a measure, serve Washington are awake to this im- cost per mile of completed road, Gold Hill bridge ..... 11,232.30 to dust. In the past this dust has than that of material, namely, the question of personality. For in- all the people. Our efforts should be portant period which is almost at \$3995.30; average length haul of rock formed a kind of cement or top dress impatient desire of every district for stance, when \$20,000 has been ex- concentrated upon these main trank hand. California has made a state 1 mile. Note-About 30 per cent of today the automobile is picking un faulty system 'of road supervision, us your road," and if the proper mile- tient enough to wait for the side lines building of highways, to say nothing grade. this dust by the suction of the auto-mobile tires and blowing it out into in principle from that of railroads. fortheoming, that should answer all manner.



traffie of both wagon and automobile, has become a subject that is just now

thinking, it is of minor significance world. There are many kinds of when compared to the traffic carried binder that will serve this purpose, on by vehicles drawn by animals, but in most every case the expense When we take into account that the is prohibitive for country roads. Our railroads of this country move about government at Washington has made two billion tons of freight annually, hundreds of experiments-oil, tar, asthe larger portion of which is first phalt and concrete cement, all of transported by wagons, we begin to which serve the purpose if applied comprehend the magnitude of traffic scientifically, but what is practical over our highways. A careful esti- in cost for one community becomes mate made by government statis- prohibitive in another section of the ticians gives the cost of moving country where freights have to be freight by wagons over our present added. It is, after all, a local probroad system at 25 cents per ton mile. Jem that every community must work

#### Jackson Fortunate.

Jackson county is perhaps in this miles. Besides this, we have the material right here in the Rogue river

valley for the manufacture of the highest grade Portland cement, and with cement manufactured at home, avoiding freight, we can build a hard surface road of our rock, bound together with our high-grade cement, there that do not form, or never will that will be second to no road in the the roads." In fact, demand has far world, at a cost that will be well within the bounds of reason and economy.

While this article is being written,

All Want Roads.

#### Quarry men at work. Griffin Creek quarry.

tion and complete equipment in order pervisors, we should have men corretained on scientific principles, freight respect the most fortunate county in to build roads with any kind of econ- sponding to the railroad section man omy. A certain amount of work must that will take care of, and keep in be laid out and finished before an- repair, the roads as tast as they are other is taken up. Our trying to built. It is a well-known fact that gon, and no county in the state with build roads in a dozen different parts the first year is the trying period for of the county at the same time divides a road that is not finished with a hard as that of Jackson county. We have 1, there being but little work during our effort, scatters our equipment surface binder, and at least until the for the past few years been developand results in satisfying no one. We cement factory is built, hard surhave 12 road supervisors that have facing the road would be very exspent in the year 1911 more than pensive. So as long as we are com-

\$60,000, and with all due respect to pelled to build the ordinary macadam the honesty and sincerity of these road, we must keep it in repair, fregentlemen, this money has been quently sprinkling it with water until wasted. They have attempted to it has been thoroughly settled and material of the future; we have clays patch up and build after the old packed by a winter's rain.

#### Repairs Necessary.

There is, of course, a certain form, any portion of a permanent amount of repair absolutely neces- the famous Havalin china. We have highway. The people must have con- sary in places in order to make the the best of building stone, billions of one Buffalo steam roller, \$3450 fidence in the county court whom they dirt roads passable until permanent

elect and let them formulate and roads can be built. These places, carry out feasible plans, and not be however, should be only repaired land. Great mineral deposits-coal, \$3 with two perplexing problems; first, there are gentlemen from the east while the people want roads, they communities plans for the building fo coyper, gold and iron. fault-finding. The people have a repair should be a permanent piece of

right to know what their money is road that will not have to be rebuilt them, and, second, the kind of road in our midst, so that we may look being spent for. There should be a after the first winter's rain, and will report made public at least once a form a portion of the permanent canal there will be an influx of emi- per cent for machinery depreciation, Lower Rogue river bridge, 12,185.52 month, showing how much money has highway.

### Griffin Creek quarry, traction engine

strides, and if we wish to have our 267.90. immense rush of emigration that is 289.85; cost per mile, \$1429.95. The people at the October election heavy rock cuts.

Following is the report of W. W

Machinery bought by road depart-

concentration of effort, 1912 should make a great showing in the roads \$207,861 WAS EXPENDED

the first month:

ment during 1911:

#### Necessity of Roads.

of Jackson county.

There is no state in the Union so rich in undeveloped resources as Oreas large a share of rich resources ing our fruit industry, but it is only one of many, and by no means the most important, resources of this valley. As we have stated before, we have material for making the highest grade Portland cement-the building for the manufacturing of brick, tile, engines and 14 seven-yard cars, \$15,-

pottery and table ware of the highest 915.95; two sprinkling outfits, grade. We have a clay out of which plete, \$781.53; one No. 5 Aust a ware can be made almost equal to ratory crusher, complete, \$32 feet of lumber, and thousands of en King graders, four drags acres of uncleared and uncultivated rech

Get Ready for 1915.

Ashiand road, 1.5 miles, rock 16.

With the completion of the Panama wide, 14 thick-Total cost, plus 10 Upper Rogue river bridge.\$ 8,285.00

gration to the Pacific coast which \$7442.93; total number of cubic yards Big Butte creek bridge ... 3,182.00 been expended and how many yards, Two main arteries running north should annually equal the present crushed rock laid, 5832; cost per Foots creek bridge ...... 1,225.00 The county court, however, is con- rods or miles of road have been built and south and east and west through population of Oregon. California and eubic yard of rock in place, \$1.278; Central Point bridge .... 4,498,06

ing which has improved the road, but roads to be built at once and our pended, the people should say, "Show lines and the people should be pa. appropriation of \$18,000,000 for the this work was done on a 6 per cent County supervisors ..... \$57,282,74

\*\$10,000 paid by public subscripthe fields; so the problem of a binder There must be a thorough organiza- inquiry and criticism. Instead of sa- | Our equipment, with a little addi- to the north of us is making rapid cost, plus 10 per cent machinery de- tion.

wide-Total cost, cleared, grubbed and graded, \$8046.58; cost per mile, \$1341.09. Note: This clearing was done through heavy fir timber. Derby road, 9.61 miles, cleared 30

feet wide, graded 20 feet wide; contract to Maney Bros. Co .- Total cost, \$23,904.54; bridges, \$2023.46; cost per mile, not including bridge, \$2,-

share of prosperity which is surely Reese Creek road, three miles, gradcoming between this and 1915, we ed 20 feet wide; force account work, must lose no time in preparing for the Maney Bros. Co .- Total cost. \$4 .-

sure to come. The railroads are Flounce rock grade, 2.5 miles, awake to this fact and are pushing graded 20 feet wide; contract to C. lines as rapidly as possible through H. Natwick Co .- Total cost, \$19,all sections of California, Washing- 417.81; cost per mile, \$7767.12. Note -This is a new mountain road, with

signified their willinguess to furnish Bridges built by road department

in favor of a \$1,500,000 hond issue. Upper Rogue river bridge, 200 truss, completing a perfect road building survey work and inspection, \$285. Total cost, \$8285.

> Lower Rogue river bridge, 220 truss, one span-Contract price \$12,-ON ROADS IN 1911 000; survey work and inspection, \$185.52. Total cost, \$12,185.52.

Big Batte creek bridge, 80 span-Contract price, \$3182.

Harmon, county road master, to the Foots creek bridge-Contract price county court for the year 1911. The \$1215; survey work. \$10. Total cost, report covers the year to December \$1225.

Central Point bridge, rebuilt, 120 span-Total cost, \$4498.06.

Gold Hill bridge, 112 truss span-Contract price, \$8184; extra work, \$2828; survey work and inspection, Two woodsaw outfits, \$690; two \$220. Total cost, \$11,232.

small Fort Wayne rock crushers, Summary of road department ex-\$3256.96; two Buffalo-Pitts haaling penditures.

New roads-

-	Machibery,	ł
com.	Ashland road	
in gy-	Ross Lane road 6,4447.32	
04.50;	Desert road	
; sev-	Prospect road 8.046.58	
s. two	Derby road 23,904.54	
Contraction of the second	Reese Crook mad	
Total.	*Flounce rock grade 19,417.81	

... \$77,388.67

clamation ditchers, \$4284. Total,	*Flounce rock ernde
2,582.94.	
Roads built during 1911.	Total