

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.

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.

The last half century has been so noted for its building and development of railroads that wagon roads have been almost entirely neglected.

In the early part of the last century our own government, with state aid, built some important roads through Pennsylvania, Indiana and Ohio.

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.

While the automobile has set us to thinking, it is of minor significance when compared to the traffic carried on by vehicles drawn by animals.

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 road builder is confronted with two perplexing problems; first, while the people want roads, they are still inclined to cling to their old and obsolete methods of building them.

that will be dustless, and stand the traffic of both wagon and automobile, has become a subject that is just now taxing the inventive genius of the world.

Jackson county is perhaps in this respect the most fortunate county in the entire country, having as it has the best of basaltic rock, shown by government test to be the very highest in efficiency.

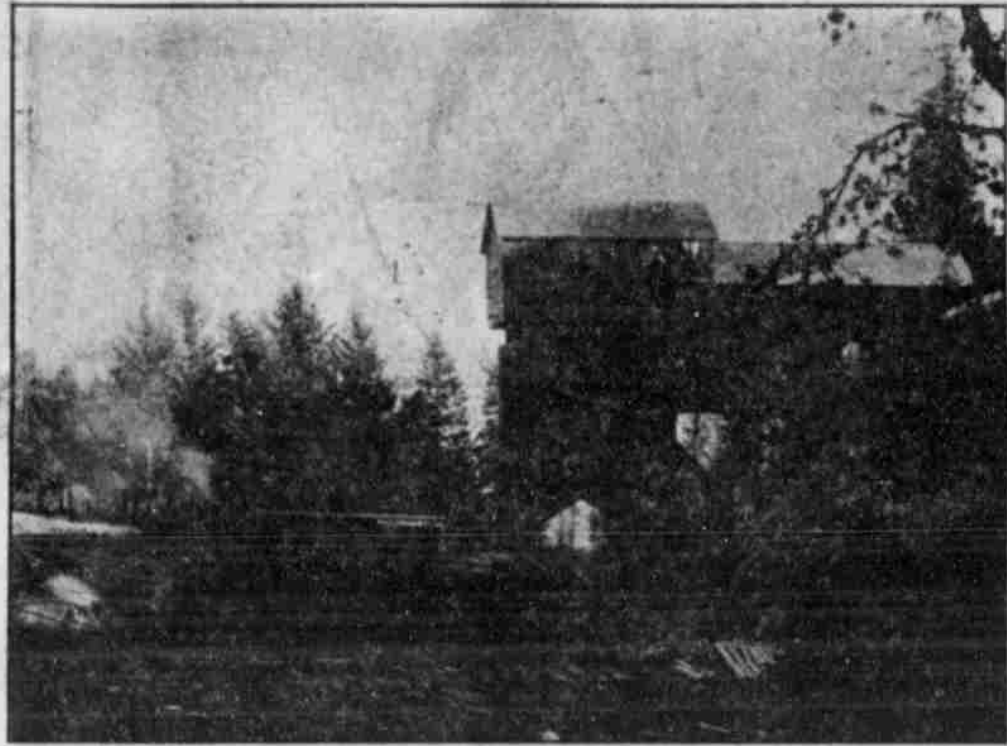
All Want Roads.

The county court, however, is confronted with a more serious problem than that of material, namely, the impatient desire of every district for roads to be built at once.

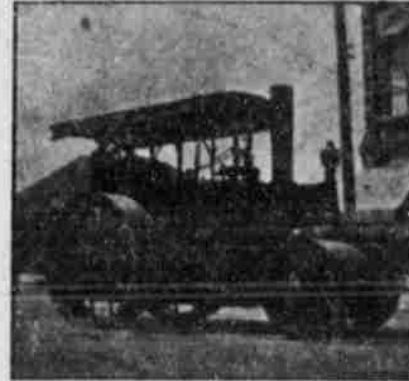
Jacksonville quarry.



Quarry men at work, Griffin Creek quarry.



Type of roller used.



Griffin Creek quarry, traction engine leaving with crushed rock.



Macadam roads constructed by county, showing stages of construction.

precipitation, \$6447.32; total number of cubic yards crushed rock laid, 4132; cost per cubic yard of rock in place, \$1.558.

Desert road, 1.5 miles, rock 12 feet wide, 10 inches thick—Total cost, plus 10 per cent machinery depreciation, \$7839.64.

Prospect road, six miles, 40 feet wide—Total cost, cleared, grubbed and graded, \$8046.58.

Derby road, 9.61 miles, cleared 30 feet wide, graded 20 feet wide; contract to Maney Bros. Co.—Total cost, \$23,904.54.

Reese Creek road, three miles, graded 20 feet wide; force account work, Maney Bros. Co.—Total cost, \$4,280.85.

Flounce rock grade, 2.5 miles, graded 20 feet wide; contract to C. H. Natwick Co.—Total cost, \$19,417.81.

Upper Rogue river bridge, 200 truss, one span—Contract price, \$8000; survey work and inspection, \$285.

Lower Rogue river bridge, 220 truss, one span—Contract price, \$12,000; survey work and inspection, \$185.52.

Big Butte creek bridge, 80 span—Contract price, \$3182.

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, \$220.

Summary of road department expenditures.

New roads—Machinery, \$32,582.94; Ashland road, \$7,442.93; Ross Lane road, \$4,447.32.

Desert road, \$7,839.64; Prospect road, \$8,046.58; Derby road, \$23,904.54; Reese Creek road, \$4,280.85.

Flounce rock grade, \$19,417.81.

Total, \$77,388.67.

New bridges—Upper Rogue river bridge, \$8,285.00; Lower Rogue river bridge, \$12,185.52; Big Butte creek bridge, \$3,182.00.

Central Point bridge, \$4,498.06; Gold Hill bridge, \$11,232.90.

Total, \$40,607.58; County supervisors, \$57,282.74.

Grand total, \$207,861.93. *\$10,000 paid by public subscription.

\$207,861 WAS EXPENDED ON ROADS IN 1911

Following is the report of W. W. Harmon, county road master, to the county court for the year 1911.

Machinery bought by road department during 1911:

Two wood-saw outfits, \$690; two small Fort Wayne rock crushers, \$3256.96; two Buffalo-Pitts hauling engines and 14 seven-yard cars, \$15,915.95.

Roads built during 1911.

Ashland road, 1.5 miles, rock 16 wide, 14 thick—Total cost, plus 10 per cent for machinery depreciation, \$7442.93.

Ross Lane road, two miles, rock 12 feet wide, 10 inches thick—Total cost, plus 10 per cent machinery depreciation, \$4,447.32.

Necessity of Roads.

There is no state in the Union so rich in undeveloped resources as Oregon, and no county in the state with as large a share of rich resources as that of Jackson county.

Repairs Necessary.

There is, of course, a certain amount of repair absolutely necessary in places in order to make the dirt roads passable until permanent roads can be built.

Get Ready for 1912.

With the completion of the Panama canal there will be an influx of emigration to the Pacific coast which should annually equal the present population of Oregon.

Two main arteries running north and south and east and west through the county will, in a measure, serve all the people.

Our equipment, with a little addition, will be fairly complete. In fact, it is now the best in the state, and with a proper organization and concentration of effort, 1912 should make a great showing in the roads of Jackson county.

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