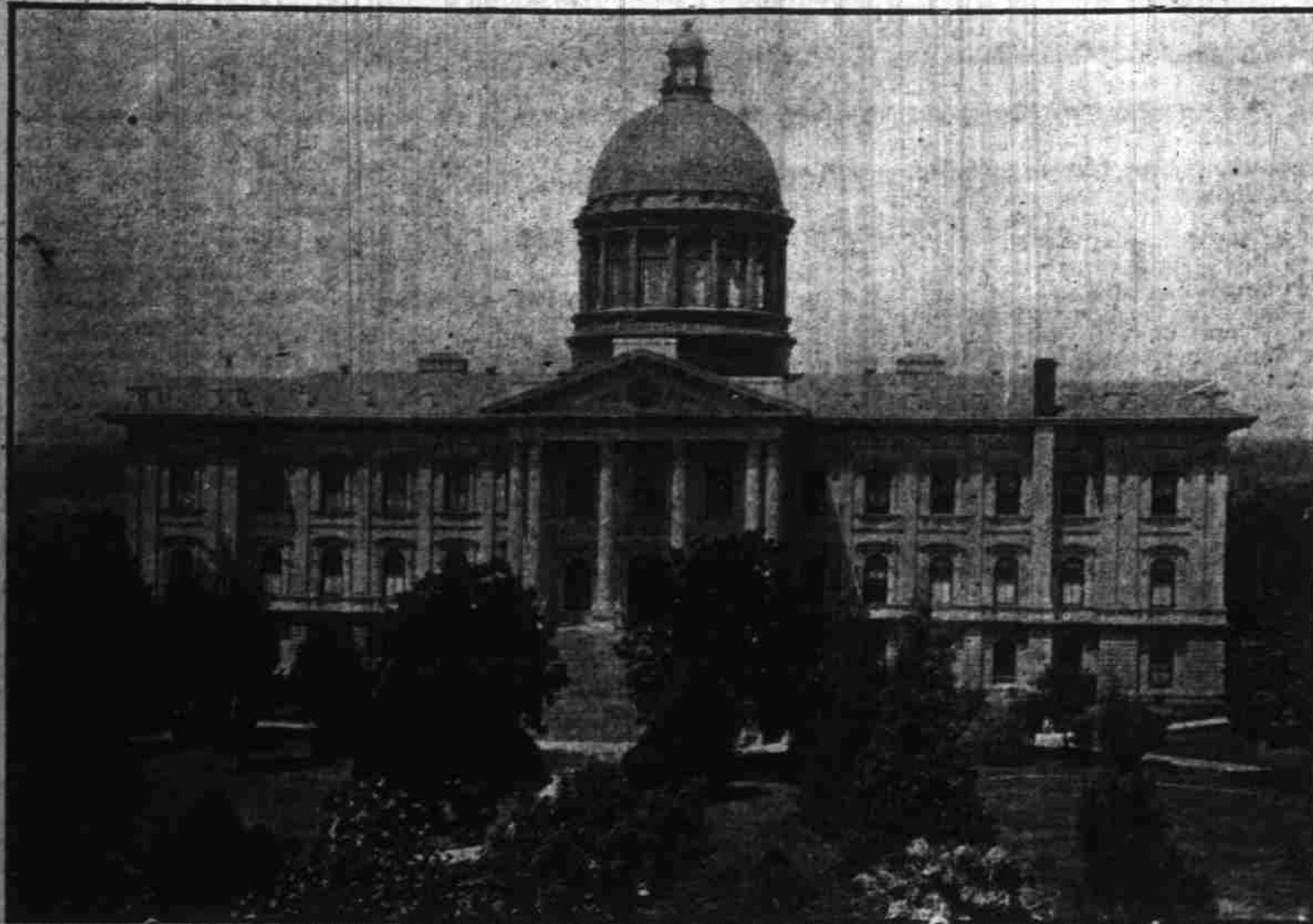


UNDER THE DOME OF THE OREGON STATE CAPITOL



Oregon State Capitol.

The departments, bureaus, boards and branches of Oregon's state government are housed in a fine capitol, surrounded by spacious and well kept grounds, beautiful with trees and shrubbery and flowers; and in a newer building—the supreme court and state library building—just to the east of the capitol.

A complete roster of the state officials and employees would make up a long list.

It is sufficient to say, in the space allotted to the writer, that the state of Oregon is well officered and economically governed.

Oregon, up to the time of the enactment of the road bond legislation, last year, had no state debt. The state has always been conducted on pay-as-you-go principles; coming down from pioneer days.

James Withycombe, Governor.

In 1871 James Withycombe came to Oregon from his home on a farm in Devonshire, England, because his brother sent back such glowing tales of its productivity. The present governor became a resident of Washington county where he quickly established a reputation for scientific and successful farming. He specialized in sheep and was a pioneer in the upbuilding of Oregon's blooded sheep industry. Twenty years ago Oregon Agricultural college sought a successful scientific-practical farmer to take the gospel of agricultural education from the college to the farm. Under Dr. Withycombe's administration the experiment work grew by leaps and bounds until today O. A. C. is unexcelled in the extent and value of its activities along this line.

Three years ago, with the largest plurality ever accorded an Oregon gubernatorial candidate, James Withycombe was elected governor. During his three years in the state house Governor Withycombe's administration has been marked by common sense business procedure, dignified simplicity and real democracy. Governor Withycombe, of course, takes an especially active interest in agricultural affairs. He has been a pioneer in the development of the state's flax enterprise, and it is through his persistent efforts that the venture is now well established with every promise of showing a

satisfactory profit, and great future growth.

Governor Withycombe is intensely American both from the standpoint of patriotism and in the democratic simplicity of his tastes, and it is safe to say that the governor's chair was never occupied by a man more generally beloved and trusted by the citizenship of the state.

Chester A. Moores, Private Secretary to Governor Withycombe and Member of Oregon State Parole Board.

Chester A. Moores, who has been private secretary to Governor Withy-

combe and a member of the state parole board since October 15, 1917, when he succeeded George Palmer Putnam, is a native of Salem and spent most of his earliest years here. He was graduated from the Salem high school where he was prominently identified with athletics as well as with other student affairs, having been a member of the football, basketball and baseball teams.

Upon his graduation from high school Mr. Moores matriculated with the University of Oregon where he became editor of Oregonana and for two years served the Morning Ore-

gonian of Portland as its university correspondent.

After his graduation from the university Mr. Moores became a member of the Oregonian city staff. While acting in the double capacity of automobile and real estate editor he studied law at night and finished the three-year course in the law department of the University of Oregon at Portland in two and one-third years. In May, 1917, he was graduated from the law college and passed the state bar examination the same month.

Mr. Moores is a member of Kappa Sigma college fraternity, of Sigma Delta Chi journalistic fraternity, and of Phi Delta Phi law fraternity.

Herbert Nunn, Oregon State Highway Engineer.

Herbert Nunn, state highway engineer of Oregon, was born in Harrisonville, Missouri, in 1877, and attended the common schools of that city. In 1891 he moved to Chehalis, Washington, and attended the common schools there until 1895. During the years 1896-7 he worked as a rodder on various engineering projects. Mr. Nunn went to the Philippines on the first expedition, leaving San Francisco on May 25, 1898, as a private in Company E, Fourteenth Infantry, U. S. A., and was discharged as duty sergeant in Manila, P. I., in March, 1900. After returning to the United States he worked on various engineering and construction projects until 1904, when he was appointed to the Infantry and Cavalry School, Staff College, at Leavenworth, Kansas, which he attended during 1904-5, taking a special engineering and military course under General J. Franklin Bell, commandant.

Accepting a position in old Mexico in 1906, he was identified with exploration and mining work until 1908 when he accepted the position of highway engineer of El Paso county, Texas. Becoming city engineer of El Paso in 1910, this work was followed until 1912. During his work in El Paso, Mr. Nunn acted as consulting engineer to the county in highway work. In August, 1914, he returned to the Northwest, locating in Portland. In April, 1915, he was appointed highway engineer for the

county of Multnomah, under Roadmaster John B. Yeon, who had started the construction of the Columbia River Highway across that county with Samuel B. Lancaster as his engineer. At the time of Mr. Nunn's appointment, some twenty-one miles of this highway had then been located and graded by Mr. Lancaster through the Columbia River Gorge. This construction was completed by the new appointee who continued the highway across the county a distance of 63 miles.

Mr. Nunn was appointed Oregon state highway engineer April 9, 1917.

Percy Cupper, Assistant State Engineer.

One of the most promising young Oregonians in the state's service is the assistant state engineer, Percy Cupper. He has been with the department since its organization in 1905, working in the office during all but



two years of the time. After finishing the public schools of Heppner, Mr. Cupper attended the old Bishop Scott academy in Portland. From this school he entered O. A. C., taking the degree of B. S. He then studied law in Willamette university and was admitted to the bar in 1910. The work of Mr. Cupper's department has to do with the water resources department. He has charge of the office of the state engineer, John H. Lewis, and also acts as his assistant.

Harvey Wells, Insurance Commissioner.

Whether being born and raised in the same Kansas town as William Allen White, the eminent American author and journalist, called home, has anything to do with the successful career of Harvey Wells, is difficult to ascertain, but it appears that thirty-five years in Oregon would have a tendency to overcome the Kansas influence and leave Mr. Wells

SALEM'S GROWTH SHOWN IN POUNDS

Comparative Statement of Shipping Received and Forwarded by S. P.

One of the very most interesting barometers of the year's growth of any community, especially such an one in Salem, with its rapidly growing manufacturing industries, is a comparison of its shipping business—tonnage of manufactured goods forwarded and the tonnage of commodities received in that community.

Through the kindness of A. A. Mickle, the popular agent of the Southern Pacific Railway Company, we have before us today a very comprehensive set of figures, obtained by him at the cost of a few hours' delving into the old records of his local freight office, which will no doubt be as much of a surprise to the general reader as it was to us, and, as figures "don't lie," it will be seen at one glance that, taking the figures of this company alone, Salem's wholesale business has gained almost 25 per cent in volume over 1916.

The figures follow:

	Pounds.
1917—Tonnage received in carload lots	119,339,595
1916—Tonnage received in carload lots	103,637,678
Increase	6,691,917
1917—Tonnage forwarded in carload lots	109,909,770
1916—Tonnage forwarded in carload lots	104,494,469
Increase	5,415,301

The incoming freight consisted of bottles, autos, fruits, wood, coal, fuel, oil, machinery, grain, flour, feed, cans, sugar, salt, logs, etc., making a total of 2105 carloads.

The outward-bound freight consisted of prunes, green fruits, hay, lumber, spuds, gravel, hops, fruit juice, canned goods, tile, brick, wool, etc., making a total of 1725 carloads.

When it is considered that these figures represent only the straight carload shipments, both received and forwarded, and that the merchandise handled in small lots during the same period of time was fully equal to, if not greater, than the carload business, it is easy to see that Salem is advancing by leaps and bounds; and with the manufacturing concerns, including several new ones,



ment of the laborer's conditions, many of which have been made laws and are now a part of our system.

One of the chief duties of his department is to keep the laborers informed as to their rights before the law. In this work hundreds of letters are received and replies sent out, covering the many different cases that arise. A large number of misunderstandings are thus avoided, and trouble between the employers and the workmen reduced to a minimum.

Before accepting the position which he now holds Mr. Hoff had been in the service of the Southern Pacific company, acting as agent in several important towns.

Dr. W. H. Lytle, State Veterinarian.

The office of state veterinarian is linked with the state livestock board, of which Dr. W. H. Lytle is also the executive officer. As in the human family, there are many diseases of livestock that are infectious and contagious, some of which are even transmissible to humans; naturally there is need of sanitary police control. Sanitation along veterinary medical lines has made wonderful progress during the past two decades; indeed it is said that the building of the Panama canal was made possible by the outgrowth of the discovery in veterinary science of the blood parasite of Texas fever which is carried from one animal to

another by the Texas fever tick; after this, came the discovery of the part played by the mosquito in the spread of malaria, and with it was removed the chief cause of the failure of the De Lesseps in their attempt to first build the canal.

Because so many of our most dangerous diseases of livestock are so completely obscured through their extremely chronic nature, their incipient or hidden form, and their ability to exist for a time with but small inconvenience to the host, there is need of education as well as sanitary police restraint, there is a demand for certain examinations and tests to determine definitely whether disease is actually present, there is a need for immunization or vaccination against certain diseases that may be protected against in this manner. All of these functions are a part of the work of the state livestock sanitary board.

As a state official, Mr. Wells has devoted all of his energy to the interest of protecting the lives and property of people of Oregon. His "Safety First" movement and that of fire prevention have largely been furthered by his activity. He has been working toward complete supervision of insurance by the state, and holds that before him as the ideal of his department.

For fifteen years O. P. Hoff has held the position of labor commissioner, a fact which in itself speaks for his efficiency. He has sought to accomplish two things; first to see that machinery is properly safeguarded, and secondly to educate the laborers to be more careful around machinery where there is danger. He has brought before the legislature numerous suggestions for the better

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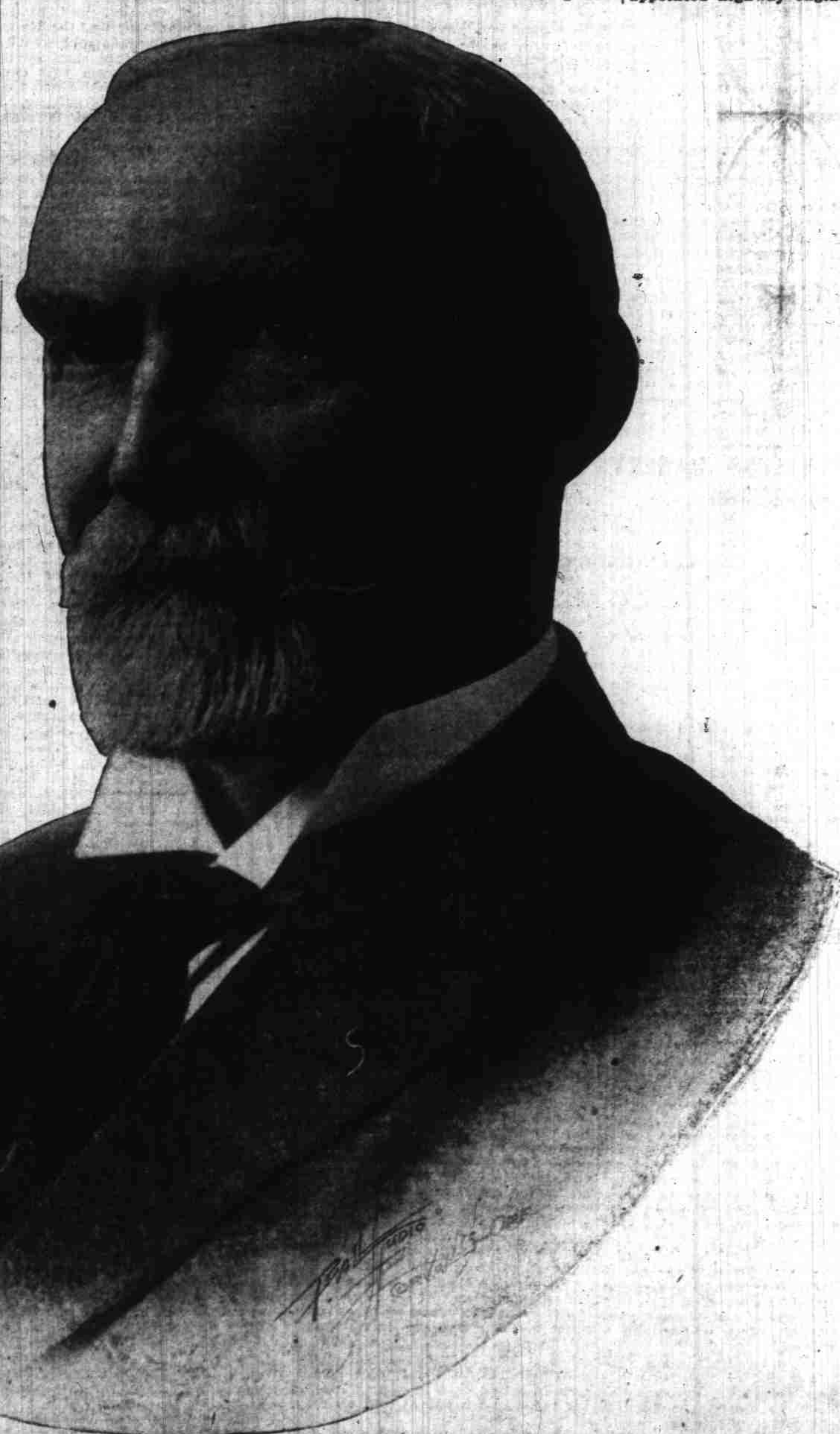
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James Withycombe, Governor.