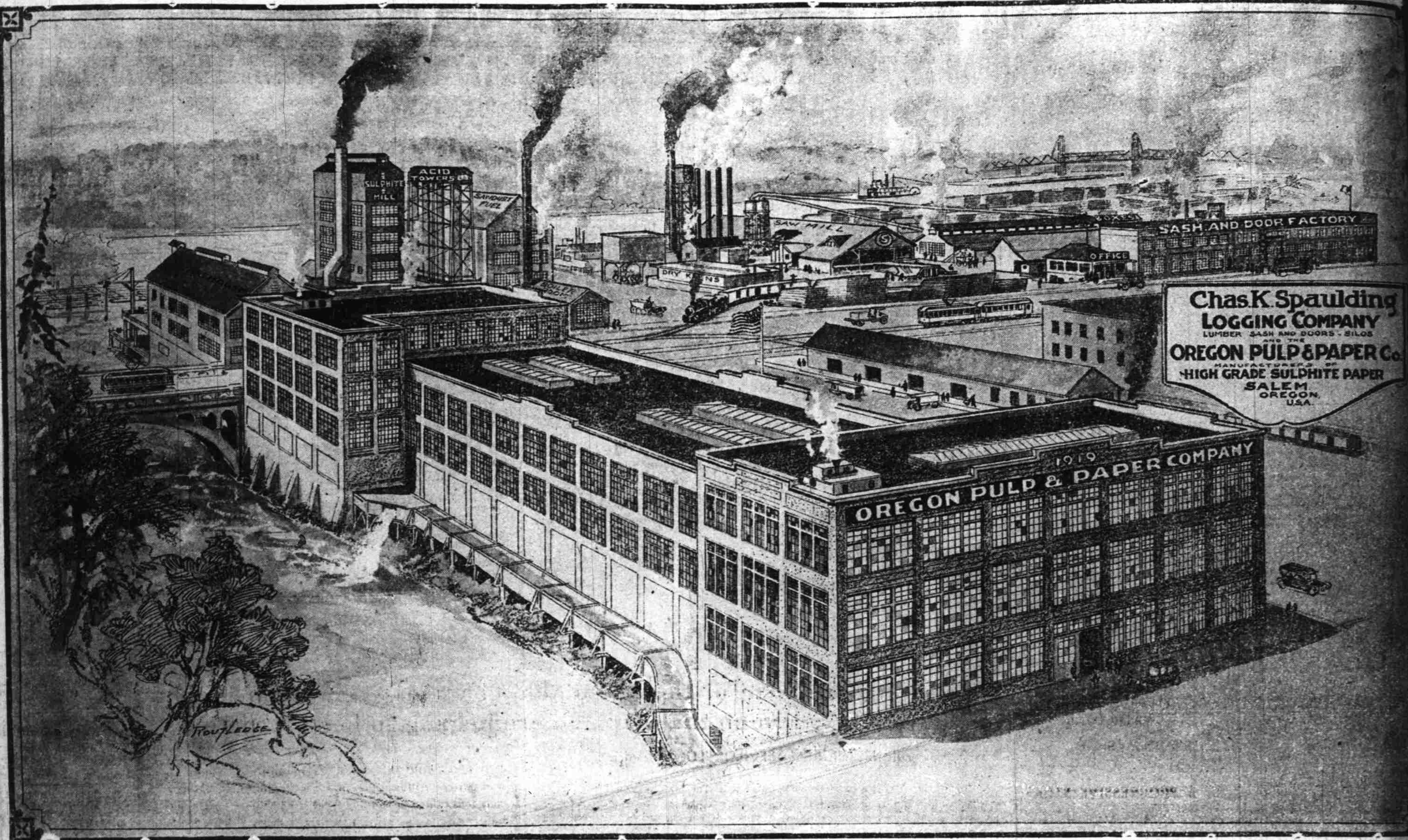


The First Car of Paper from Salem's New Paper Mill Will Be Shipped to Market Today, and the Mill Is in Full Operation, After Over Fifteen Months of Building



EXPLAINING, IN BRIEF, THE ABOVE PICTURE OF SALEM'S NEW PAPER MILL

The paper mill occupies all the space between Trade street and South Mill creek, from South Commercial street west to the bank of the Willamette river. The three-story part shown in the front has not yet been built. That space is now occupied partly by a temporary office building. When that part is constructed, it will contain the offices of the company, as well as additional space for machinery and for other uses.

Excepting for that part, all the rest of the buildings shown in the picture have been erected; on some of them there are numerous finishing touches yet to be made. Next behind the office is the main machinery room, showing in the picture two stories, with a high foundation. Back of that, showing three stories, are the boiler rooms. Then comes the Oregon Electric track, running onto Front street—and that street has been vacated in order to give room for the boiler room, shown in the rear, and other buildings, including the connections between the plants of the Chas. K. Spaulding Logging Co. and the paper mill plant, for conveying saw dust and other fuel, etc. In the extreme rear of the paper mill plant the reader will see shown the saw dust and fuel warehouses, the acid towers, the sulphite mill, and, right down at the river's bank, the wood rooms and warehouses, where the pulp wood is

barked and chipped and ground ready for the "cooking" process. Over to the north of the paper mill plant, from Front street to the river, and for several blocks down the river, north, are the dry kilns, saw mill, office, box factory, sash and door factory, silo factory, lumber yards, etc., of the Chas. K. Spaulding Logging Co. Railroad tracks run along side of and into those plants. Down Trade street, from Commercial, clear to the river's bank, between the various buildings of the paper mill plant, the Southern Pacific Railroad company has its track; a double track now being under construction west of the line of Front street. The steel wagon bridge across the Willamette river is shown in the rear—and the Southern Pacific railroad bridge is just below. A steamboat is shown in the Willamette river. So these great concerns have both rail and water connections, right to their doors and through their plants. To the south, across Mill creek, the company owning the paper mill has a considerable acreage of vacant property; available for extensions. And they also have the North Mill creek water power, and some thirty acres more of land along that creek, suitable for still further extensions, and the storage of pulp wood, etc., etc. It is not in the nature of western development and growth, nor in the nature of the men behind these great enterprises, that a single foot of all these available sites, or a single pound of the undeveloped water power, will be left long unused.

SALEM HAS NOW IN OPERATION THE FINEST AND MOST UP TO DATE PAPER MILL IN THE WORLD

A Description of the Buildings and Machinery and Methods of Manufacturing—This Salem Mill Has No Competition in This Section in the Class of Goods it is Placing on the Market—Known to the paper Trade as Specialties

(Some of the readers of The Statesman will remember the words of the following article, for it appeared in the issue of this paper of February 28 of this year, substantially as below. It should now be considered in the present tense instead of the future. The great mill now is an accomplished fact, instead of a promise and a prospect; all of its principal departments being now in operation and actually turning out the products that will from now on bring a large and constantly increasing golden stream of money from near and distant points, to be expended for labor and raw materials here. The facts in the following article were furnished by Major F. W. Leadbetter, one of the moving spirits and largest stockholders of the company building and owning the paper mill.)

The plant of the Oregon Pulp and Paper company being built in Salem will undoubtedly be the most modern and best equipped plant of its kind in the country.

Its main paper machine is the very latest word in paper making equipment, and, in the words of its builders, the foremost paper machinery house in the world. "It is so far ahead of anything built up to the present time, that other manufacturers could afford to scrap their present machines costing into hundreds of thousands of dollars and put in machines of this kind and effect a saving on their total investment."

The reason for this fact is that the "clinging" cost, and power consumption, is reduced so materially that the cost of operation is enough lower to pay a handsome dividend on the increased investment.

The machine clothing consists

of several endless woolen felt blankets which cost into the hundreds of dollars each, dryer felts made of a woolen blanket one-half inch thick, and endless bronze wire mesh cloth. This wire is 11 feet wide and from 30 to 75 feet long, and in these days of high prices the cost is very heavy.

The machine is so built that all rolls and bearings that are moved by these felts or wire are housed by the finest of imported ball bearings and the pull or friction on the clothing is reduced so that their life is nearly doubled. Often a felt subjected to hard service lasts but a few days, and wires sometimes last only a week or two. Added to the cost of the clothing is the loss of production while the clothing is being changed. At this time it would be impossible to contract for delivery of a paper machine of any size inside of eighteen months or two years, as all the machinery builders are loaded with orders.

Has No Competition
This mill will have no competition in the class of paper it will manufacture, as all paper of this kind is shipped from the eastern or lake states.

The class of products turned out will be known as specialties, and this term covers a wide range.

Among other papers made will be glassines and waxing tissues.

The former is an expensive paper selling at high in price as 30 cents per pound. It is made by a special process of mechanically treating the pulp and, at the present time the supply is entirely inadequate to fill the demand, as there are very few mills equipped to handle this class of paper, and machinery for the purpose is not now procurable.

The demand for this paper is growing very fast, as it is used in ever-increasing amounts for wrapping goods of all kinds which it is desired to show through the wrappings. It is transparent to a high degree and helps to make a handsome looking package.

Other classes of paper to be made will be "crease proof" which is used for wrapping food articles such as butter; waxing tissue to be treated with a wax preparation made in many colors and used to a great extent in wrapping bread and other food products; also many other kinds of high grade sulphite papers.

The stock for this paper is made from non-resinous woods such as hemlock, white fir and spruce. Enormous quantities of these woods are tributary to this section, and the cost to the mill will be very much less than is paid by the eastern companies, as most of the wood used in the eastern states comes long distances by rail, by far the greater portion of the supply being brought in from Canada.

The wood will be delivered to the mill in the shape of cord wood or slabs and the bark removed by a machine known as a barker. It is then chipped into small pieces about an inch square and a half inch thick. The chips are cleaned of sawdust and dirt and conveyed to the top top of a hundred-foot building known as a digester house. At the top of this building provision is made to store one hundred and fifty cords of chips, from which the digesters are filled.

These digesters hold twenty-four cords of wood at one charge or "cook" as it is called.

(Continued on page 8)

THE MOVING SPIRITS OF THE BIG NEW SALEM PAPER MILL

Major F. W. Leadbetter and Chas. K. Spaulding, the Men to Whom Most Credit Is Due—Some of the Other Men Who Have Helped and Are Helping to Carry the Load and Carry On

Major F. W. Leadbetter and Charles K. Spaulding are the moving spirits in and largest stockholders of the company owning and operating the new paper mill in Salem.

Major Leadbetter has for 25 years been engaged in paper mills. He is a practical paper mill man; in every department. He is a

stockholder of the Crown-Williamette company, owning paper mills at Oregon City, Camas, Wash., and in California.

He is president of the California-Oregon Tissue Mills, of Los Angeles.

He is interested in other companies operating paper mills, and he is one of the outstanding organizers and operators on the Pacific coast, in different lines of manufacturing and business.

Major Leadbetter's home is in Portland; but he has said many times that he thinks a great deal of Salem, and it is the confident prediction of the writer that he will become a larger factor in the upbuilding of this city.

Chas. K. Spaulding has for years been engaged in supplying pulp wood to the paper mills of Oregon City. He is also one of the principal lumbermen of this section, and his interests in this field are growing. For a long time, he has been ambitious to give Salem a paper mill, and now the beginning of his ambitions in this line are realized. The writer predicts that he will not be satisfied with even this splendid accomplishment, but that he will be found further instrumental in adding to the industrial activities of Salem, which is his home town, where, on Court street, opposite the capitol,

(Continued on page 8)

THE MOVING SPIRITS IN THE SALEM PAPER MILL



MAJOR F. W. LEADBETTER



CHAS. K. SPAULDING

THE FIRST CARLOAD OF PAPER GOES FROM SALEM MILL TODAY

It Has Been a Long Wait From June 1, 1919, When the Work of Construction Was Begun—It Has Taken Three Miles of Car Loads of Materials for the Salem Paper Mill—All Machinery Motor Driven

The first carload of paper goes out from the new Salem paper mill today.

This is a far cry from June 1,

1919, when the first pick was stuck in the ground, beginning the construction work of this great plant.

(Continued on page 8)

DATES OF SLOGANS IN DAILY STATESMAN (In Twice-a-Week Statesman Following Day)

Loganberries, Oct. 9.	Sugar beets, May 13.
Prunes, Oct. 16.	Sorghum, May 20.
Dairying, October 23.	Cabbage, May 27.
Flax, October 30.	Poultry and Fat Stock, June 3.
Filberts, Nov. 6.	Land, June 10.
Walnuts, Nov. 13.	Dehydration, June 17.
Strawberries, Nov. 20.	Hops, June 24.
Apples, November 27.	Wholesale and Jobbing, July 1.
Raspberries, December 4.	Cucumbers, July 8.
Mint, December 11.	Hogs, July 15.
Great Cows, December 18.	City Beautiful, flowers and bulbs, July 22.
Blackberries, December 25.	Schools, July 29.
Cherries, January 1, 1920.	Sheep, August 5.
Pears, January 8, 1920.	National Advertising, Aug. 12.
Potatoes, February 19, 1920.	Seeds, August 19.
Gooseberries, January 15, 1920.	Live Stock, August 26.
Corn, January 22, 1920.	Automotive Industry, Sept. 2.
Celery, January 29.	Grains and Grain Products, Sept. 9.
Spinach, February 5, 1920.	Manufacturing, Sept. 16.
Onions, February 12, 1920.	Woodworking and other things, Sept. 23.
Beets, February 26, 1920.	Paper Mill, Sept. 30.
Mining, March 4, 1920.	(Back copies of Salem Slogans editions of The Daily Oregon Statesman are on hand. They are for sale at 5c each, mailed to any address, if ALL are taken; price for first 20 copies, 10c each.)
Goats, March 11, 1920.	
Heans, March 18, 1920.	
Paved highways, March 25, 1920.	
Broccoli, April 1, 1920.	
Silos, April 8.	
Legumes, April 15.	
Asparagus, April 22.	
Grapes, April 29.	
Drug Garden, May 6.	

(It will interest some people to know that these back copies are selling fast—that, nearly every day, orders are received from near and distant points for the whole series. They will be sold out before the fifty-two Slogans are completed, without doubt.—Ed.)