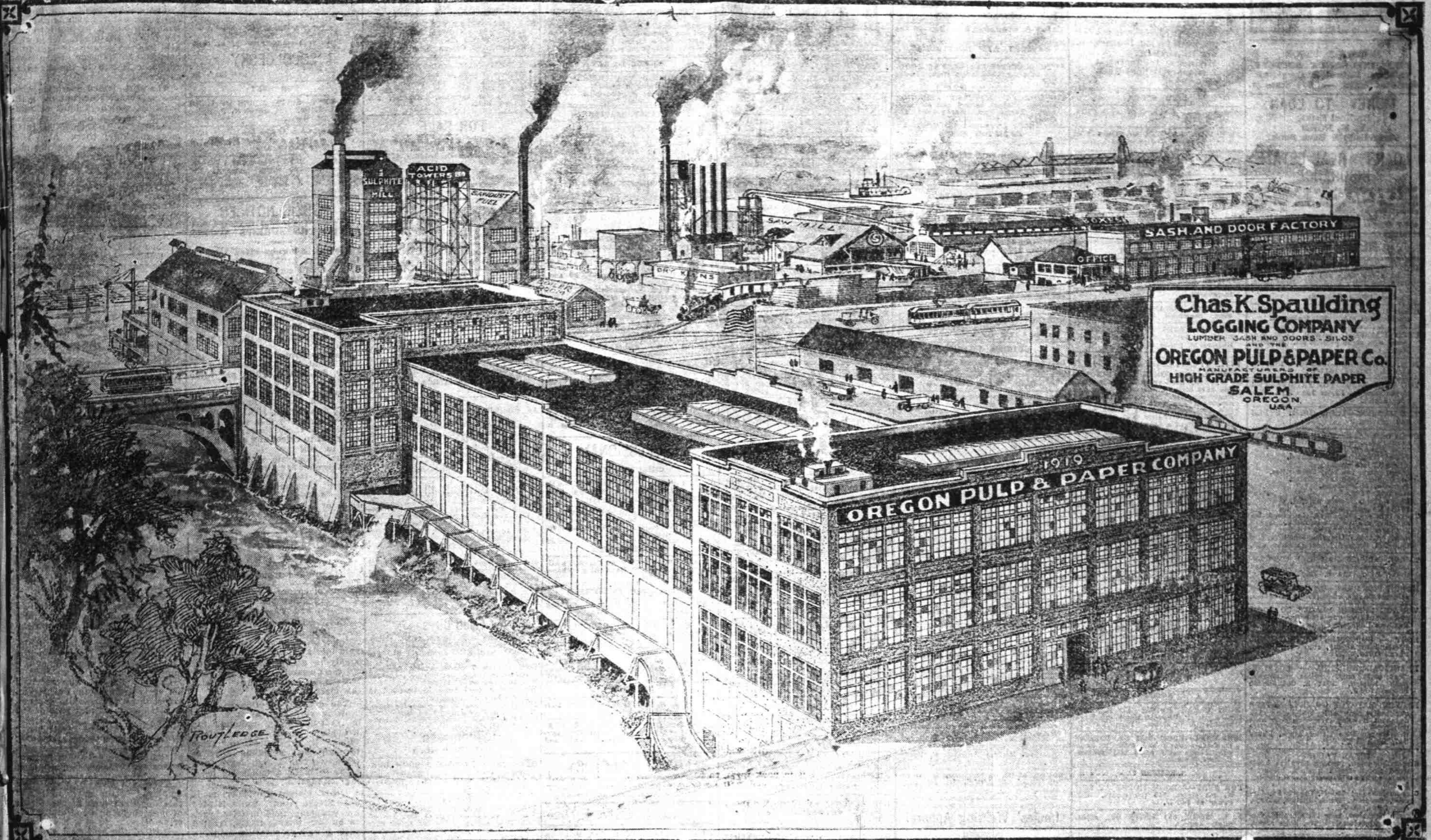


Salem's Big Paper Mill, One of Our Most Important Industries, Has Been Constantly Growing, and Will Keep on Growing for a Long Time in the Future



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 picture 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. 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 beater rooms. Then comes the Oregon Electric track, running on Front street—and Trade street from Front to the Willamette river 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 dry kilns, sawmill, office, box factory, sash and door 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 vari-

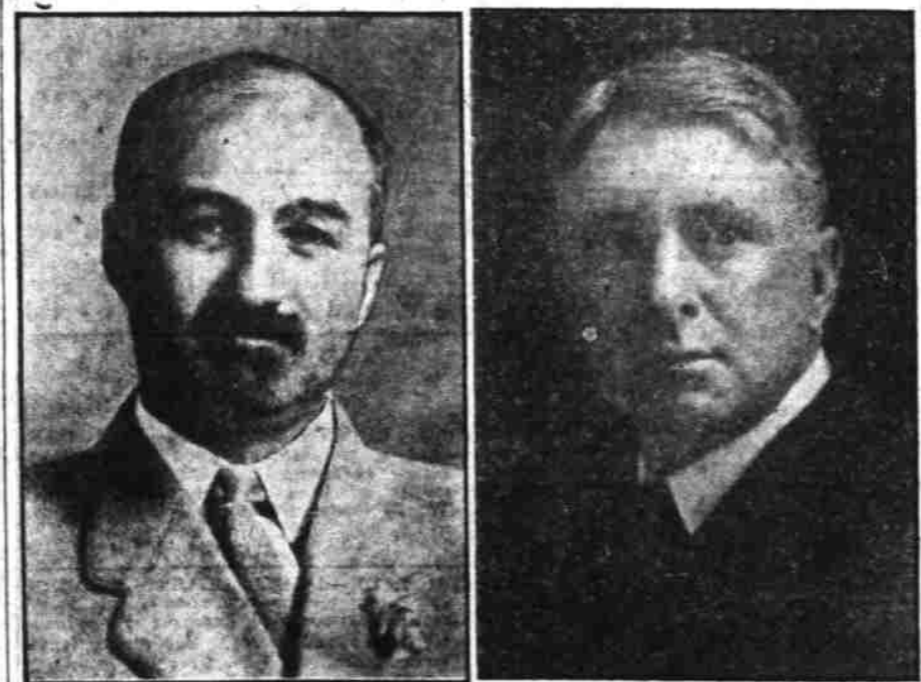
ous buildings of the paper mill plant, the Southern Pacific railroad company has its track; a double track west of the line of Front street. The steel wagon bridge across the Willamette river is shown in the rear—and the Southern Pacific railroad bridge is just below. A steamboat is shown in the Willamette river. So these great concerns have both

THE MEN WHO ARE BEHIND THE SALEM PAPER MILL AND WHO ARE RUNNING IT

The Men Who Had the Vision But Are No Visionaries, Major F. W. Leadbetter and Chas. K. Spaulding, Who Planned Long for It — The Superintendent Is Joe Kaster, Who Knows Paper Mills from the Ground Up, and Is on the Job Every Minute.

Major F. W. Leadbetter and Charles K. Spaulding are the moving spirits in and among the largest stockholders of the company owning and operating the paper mill in Salem. Major Leadbetter has for over a quarter of a century been engaged in paper mills. He is a practical paper mill man in every department. He is a stockholder of the Crown-Willamette 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 there is no doubt that he will become a constantly larger factor in the upbuilding of this city. Charles 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 constantly growing. For a long time he had been ambitious to give Salem a paper mill, and now his ambitions in this line are being realized in good measure. The writer predicts that he will not be satisfied with even

THE MOVING SPIRITS IN THE SALEM PAPER MILL



MAJOR F. W. LEADBETTER CHAS. K. SPAULDING.

HISTORICAL BRIEFS CONCERNING THE PAPER MILL WHICH IS SALEM'S PRIDE

The First Pick Was Stuck in the Ground June First, 1919, and the First Shipment of Paper Was Sixteen Months Later—There Has Been Construction Work Going on Ever Since, and More Is Being Planned for a Long Time in the Future.

The first pick was stuck in the ground, beginning the construction work of the Salem paper mill, on June 1, 1919. Weeks on end were consumed in the excavations for the foundations, and in building with reinforced concrete from the hardpan up; for paper mill machinery is heavy, and the superstructure must rest on the rock; or what is better than rock. The first paper was turned out on September 10 of the following year; a few rolls of print paper as a try-out. The Statesman of a year ago tomorrow was printed on this first paper turned out. The first car load of paper was shipped from the mill on September 30, 1920; a year ago tomorrow. It is a long time to wait from June 1, 1919, to September 30, 1920, for the money to begin to come the other way. All the in-

tervening days and weeks and months the money had been poured out in a constant stream for labor and materials and machinery and freights in building and assembling the great plant. It ran to a point around a million and a half dollars. The stream turned the other way, it has been constantly increasing. If it has not already reached that point, it will be \$10,000 a day; then it will be \$20,000 a day, and more, expended mostly in and around Salem, for labor, pulp wood, etc. But the substantial rewards for the common stockholders, for the men who dreamed and planned and put in the first money, are likely yet some distance in the future—for there has been no time when some improvements have not been under way, and more and more needed and planned. And this condition will persist for a long time to come. Mountains of Materials The Statesman of a year ago tomorrow said: The reader will be able to sense the bigness of the undertaking of the men behind the Oregon Pulp and Paper Co., perhaps more comprehensively than in any other way, by reducing to terms of car loads the materials that have gone into the buildings and the machinery that has been installed. Thus considered, the following is the picture: Cement, 51 cars. Lumber, 69 cars. Sand and gravel, 114 cars. Steel, 11 cars. Motors, 5 cars. Paint, 1 car. Brick, 5 cars. Pipe and fittings, 4 cars. Paper machine, 17 cars. Other machinery, 60 cars. In all, 328 cars; 6 train loads; or three miles of cars. Many Improvements Since the above was written, additions and improvements have been constant and have been making machine has been added; there were 60 electric motors at first. There are 89 now, from one and a half horse power to 400 horse power. There is no waste power. If all the motors were running at one time, they would be using 3000 to 4000 horse power. But each one runs only as its power is needed. This is the modern, economical way. The water power of South Mill creek, run-

THE SALEM PAPER MILL IS A YEAR OLD AND IT IS A VERY LUSTY INFANT

It Is Now Employing 150 Men in the Mill, to Say Nothing of the Forces in the Timber Chopping Wood and Delivering It to the Mill—There Are Constant Improvements Being Made, and More Are Contemplated—An Almost Exclusive Field for a Large Part of the Product.

The Salem paper mill has been in full operation for a year. The first car of paper for the market was shipped from this plant a year ago tomorrow. The Statesman of a year ago tomorrow was printed from paper made at this mill—from a trial run on wood pulp secured from one of the Oregon City mills. (The output of the Salem mill is confined to the sulphite process, though it is expected that in the course of time news print will be turned out here from wood pulp, a different process for the preparation of the wood; the wood pulp being ground with grinders.) Three eight-hour shifts a day are employed in the Salem mill; 24 hours a day, six days in the week. All the available machinery is kept in full operation, and there is a constant increase in the output, through the installation of new machinery and appliances and the better working of all departments. A Very Fine Paper Mill The plant of the Oregon Pulp & Paper company, owning and operating the Salem paper mill, is one of the most modern and best equipped of its kind in the country. Its main water machine was at the time of its purchase the very latest word in paper making equipment, and, in the words of its builders, the foremost paper machinery houses in the world. "It is 80 per cent ahead of anything built up to the present time, that other manufacturers could afford to scrap their present machines cost-

Captain Harry Hansen
Portland Matchmaker
PORTLAND, Sept. 28.—Captain Harry Hansen was today chosen matchmaker of the Portland Boxing commission. The commission decided to hold the first boxing exhibition the night of October 12. Captain Hansen served overseas in the World war.

Classified Ads. In The Statesman Bring Results

Has Little Competition.
This mill has little competition in several of the classes of paper it manufactures, as all paper of these kinds is shipped from the eastern or lake states. The class of products turned out are known as specialties, and (Continued on page 4)