



1—Edith's Oxford Lass, grand champion Jersey cow, Oregon State Fair, 1922, owned by D. W. Hepien, Aurora, Ore. 2—Darling's Jollie Lassie, owned by Pickard Bros., Marion, Ore., world's champion Jersey cow, all ages. 3—Gertie's Royal St. Mawes, prize winning Jersey bull, Oregon State Fair, 1922, owned by G. F. Bates, Salem, Ore. 4—One of the hundreds of cherry orchards of the Greater-Salem district, in full bloom, which have given rise to the observance of Blossom day throughout the community. Thousands of visitors drive for miles each year to enjoy the fete. 5 and 7—Poultry farm scenes. The Greater Salem district is peculiarly adapted to this type of farming. 6—Four great Jersey cows, owned by Pickard Bros., Marion. From left to right they are: Lady Silken Glow, butterfat production 1038; Vive La France, a former world champion, 1039.29; Old Man's Darling Second, 983.68; Darling Jollie Lassie, just crowned world champion. 8—Mears Juliette, Grand Champion Ayrshire cow, Oregon State Fair, 1922, owned by Russell Cadin, Salem. 9—Lady's Iota, former world's record Jersey cow, 1048 pounds butterfat, owned by S. J. McKee, Independence, Ore. 10—The Maori, Grand Champion Jersey bull, Oregon State Fair, 1922, owned by Harry L. Hill, Independence, Oregon.

## HENS RETURN LARGE PROFITS

Poultry Raising in Greater Salem District Affords Opportunity for Immense Yields from Small Investments—Many Persons Have Grown Wealthy as a Result—Climatic Conditions Big Aid in this Lucrative Small Farming Business

By W. C. CONNER, Editor,  
Northwest Poultry Journal.

More than ever before during the past two or three lean years for the farmers, have they come to realize the value and importance of poultry business as profitable side line, if not an exclusive business. Had it not been for their poultry flocks many Oregon and Washington farmers during the past few years would have been deprived of a regular available income, supplying cash for the necessities, that otherwise would not have been forthcoming. This revenue, although limited in many cases, has aided materially in bridging over this period of depression in this agricultural field.

The breeding of high producing, standard-bred poultry is growing in importance, because the market for that class of stock is growing at a rapid rate. Poultry culture is getting on a better basis than it was a few years ago when plumage and fancy points were regarded as of better value than capacity to produce eggs. That poultry should conform to established standards with reference to color, conformation, type, etc., is just as necessary as ever but coupled with this the practical producer now demands production quality. The call is for bred-to-lay birds—birds that will yield a profit as producers of market eggs.

Our most progressive breeders are successfully combining egg production and standard quality. It is more difficult to secure these two characteristics combined in one bird than either one of them alone and it costs more, but breeders are finding a strong demand for that kind of birds and at prices that will justify producing them. Just as farmers are learning that it doesn't pay to milk cows whose product barely pays for the feed consumed, even though they can be purchased at a low price, so also are farm women learning that the best available chickens, backed by high laying ancestry, must be secured to make poultry culture worth while.

Since commercial hatcheries have come into existence and

day-old chicks can be purchased in any desired quantity the problem of building up high producing flocks has become very much simplified. These hatcheries are rendering a great service to the poultry industry as a whole in supplying higher grade stock than it has heretofore been possible to buy in large quantities. It is claimed that four times as many day-old chicks will be produced in Marion county and in the state of Oregon this year than ever before, and still there is no fear of overproduction, as through an efficient state co-operative marketing association, the surplus stock and eggs find a ready and profitable eastern market.

**Commercial Hatcheries**  
In the great majority of cases commercial hatcheries are being run by conscientious men and women who are anxious to satisfy their customers and help them get a class of birds that will yield good profits. These same hatcheries are constantly in the market

for eggs from high producing stock as well as for breeding stock that will continue to build their own flocks and those of their neighbors who produce eggs for them. Thus the opportunities for the market poultry producer as the high class breeders are greater than ever. Skill in the breeding and feeding of poultry is at a premium today as it has never been before.

**More Efficient Management**  
The increased interest in poultry in Oregon and throughout the country is due largely because, through better management farm and poultry press as well as through bulletins distributed by the experiment stations themselves. In short, the poultry industry is rapidly being placed on a good, solid business foundation and is being considered as important as any other enterprise on the farm. The poultry business in Oregon and Washington, according to the opinions of the big trade journals, has developed into one of the big profitable industries of the Northwest.

**Small Investment Required.**  
The poultry business also has

been made more profitable. In Oregon a very large number of poultry culling demonstrations have been held in every county and that feature alone has saved the producers big sums of money. Similar demonstrations have been held in practically every state in the Union and everywhere the knowledge of how to separate the good from the poor layers has meant a bigger balance on the right side of the ledger.

In addition to this, the Oregon Agricultural College and Puyallup, Washington, Experiment Stations have done an immense amount of investigational work in the breeding, feeding and housing of poultry, which has been popularized through the



Scene on a Typical Willamette Valley Poultry Farm.

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advantage, the importance of which is overlooked by many, of being a business that can be developed to relatively large proportions in a few years on a relatively small cash investment. We have only to refer to a few successful Oregon poultrymen to substantiate this fact for it is well known that Harry Miller with less capital than \$100 has built up one of the largest poultry plants in Oregon at Newberg in the past eight years, and his annual receipts now run into many thousand dollars. J. A. Hanson at Corvallis, who today enjoys an international reputation as a poultry specialist, has built up a \$25,000 plant and a large annual income in less than

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## MARION COUNTY ROADS LEAD

Best and Most Complete System in a State that is Supreme in Highway Building—One Hundred Miles Paved County Roads in Addition to State Highways—Road Money Here Made to Perform Full Duty—County Does Its Own Work

Marion county is working on a market road program that was sanctioned by popular vote, authorizing bonds to be issued in the sum of \$850,000. It is a five-year program, with two years more to run—this year and next. The original program called for 100 miles of paved market roads and 50 miles of gravelled roads connecting with them—Joining all the principal towns of Marion county together with highways that can be traveled every day in the year in comfort.

**Paving Work for This Year.**  
The following is the program for the paving work of this year:  
Finish the Salem-Silverton road, about a third of a mile at the Pudding river bridge.  
Finish two bridges and paving in connection on the road from Mt. Angel to Woodburn.  
Finish the road from Silverton to Pine Tree corner on the Marquam road.  
Continue paving from Silverton to Willard.  
Pave some road between Mt. Angel and Bethany.  
Continue paving on river road from Kaiser school house towards Wheatland.  
Continue paving from Swagle school house to Pratum.  
Continue paving on the Geer road from the Wilson place towards Geer station.  
Pave road from Macleay to Shaw.  
Pave from Stayton towards West Stayton.  
Complete paving between Sublimity and Stayton.  
Pave from Jefferson towards Green's bridge.  
Pave from Looney school house on the Pacific highway towards Sidney.  
Pave from Gervais towards St. Louis.  
Pave from Manning's corner on the Pacific highway towards Parkersville.  
Pave from Hubbard towards Broadacres.  
Continue paving from Aurora to Donald.  
**Five Paving Plants.**  
There are five county paving plants located at different points throughout the county, as follows:

Stayton, under the direction of L. S. Lambert.  
Salem, under the direction of the Salem office.  
Scollard, near West Woodburn, under the direction of L. A. Van Cleave.  
Mt. Angel, directed by F. O. Johnson.  
Jefferson, director not yet appointed.  
The paving work planned for this year will total 25 to 30 miles. The three first years netted 64 miles of hard surfaced road, with a great deal of graveling and of grading for future hard surfacing.  
**Five Years Work in Four.**  
So, at the end of the season of work now opening, the five year program will have been practically finished—five years work in four years.  
The work of next year will be largely devoted to finishing up; closing up; joining the pieces that were seasonally under travel in order to make them safe to pave. The 64 miles paved in the first three years and the 25 to 30 miles to be hard surfaced this year will make almost 100 miles. Add to this the 36 miles of hard surfaced road on the Pacific highway in Marion county, running north and south from Jefferson to Aurora, and Marion county will have the best paved road system in Oregon outside of Multnomah county. To this must be added many miles of paving in Salem and the other cities and towns; not far from 100 miles in Salem alone.

**After Next Year, What?**  
Then add several miles in the program for next year—the fifth year. There will be \$105,000 bonds yet to sell for next year's work. After that, what?  
Well, there will still be some income. Marion county gets annually over \$50,000 for its share of the state automobile license. She gets \$80,000 to \$100,000 a year from the market road funds. Against this, there will be upkeep and interest and payments on the serial bonds.  
But the five plants will be all paid for; and all the road machinery, and the shops in Salem. All these costs will have been ab-

sorbed in the cost of building the first 100 miles and over of paved roads. So future roads in other sections will get part of the benefit from having the plants and machinery and equipment, already paid for. So it is not likely that there will ever be a year during which some new paving on the Marion county market roads will not be done; even without the sale of any more bonds. It is likely, however, that the extra work for two or three years after 1924 will be largely confined to grading in preparation for future hard surfacing; leaving the newer roads especially a good deal of time to pack down—to season; in preparation for hard surfacing.  
The county will match all the auto license and market road money; all the state money, as it has done in the past.  
M. M. Bushey, county judge, and J. T. Hunt and J. E. Smith, county commissioners, are the men behind the program, under whom W. J. Culver, county roadmaster works.

**Program Closely Followed.**  
At the close of the road work for 1922, The Statesman contained a long review, in which the following facts were set out:  
It will interest every taxpayer to know that the original program has been lived up to, to the letter. The roads are not all built, but the costs for the year just closed show that the county is living absolutely within its means and standing by its original cost estimates. It was figured then that the roads would cost \$15,000 a mile for grading and hard surfacing. They have cost that, almost to the cent, the negligible difference being a saving instead of a higher cost. This is in the face of the fact that costs have materially increased since the first estimates were made; they were far higher in 1920 and 1921, but even so, the average has fallen inside of the original estimate.  
That cost of \$15,000 a mile for the quality of hard surfaced road built in Marion county is believed to establish a new low record in the United States. That is about the finest part of the whole story—the best roads built for the least money.

**Pavement Totals 64 Miles.**  
The county now has 64 miles of paved market roads, on 71 of the 34 officially designated market roads in the county that cover 150 miles. Of this paved road mileage 24.05 miles was paved this year, from the four county-owned plants at Salem, Stayton, Mt. Angel and Scollard.  
This 24.05 miles of paving this year cost \$9159 per mile for the paving alone, exclusive of the cost of grading and draining. Grading is always done the year before paving, to have the roadbed thoroughly settled and drained before putting on the hot stuff. The roadbed is given a heavy foundation of rock or coarse gravel before the hot top dressing, the unpatented "Topeka mix" formula of bitulthic concrete, is laid for a finish. This coating is four inches thick, but tests running back for seven years in Marion county show that the road stands up with the best roads laid under any other formula or set of specifications.  
**Sixteen-Foot Roadway Used.**  
All the roadways are 16 feet wide. The county started a few years ago on a 14-foot basis, but found that it wasn't safe or practicable. There are some exceptions to the 16-foot rule on steep hills where there is only a nine-foot paved way, the rest being gravelled and left unpaved for horse traffic because horses cannot keep their footing on a steep, smooth pavement when going up hill.  
No Marion county roads are built by contract. The county purchased all the machinery and hires the men. This is a rather unique partnership. More than 400 men have been employed by the county this summer. Every man is a resident, and almost every one a property taxpayer in the county. The roads are "our" roads. It is a matter of personal pride and personal profit to get as much good road service for every dollar, as the dollar can be made to produce. The result shows in the exceptionally low cost and the superior quality of the work done. A man works for (Continued on page 4)

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