

# SELLING SALEM DISTRICT

## OWPCO

Broom handles, mop handles, paper things, tent poles, all kinds of hardwood handles, manufactured by the

Oregon Wood Products Co.  
West Salem

BUY AN OVERLAND AND Realize the Difference

VICK BROS. QUALITY CARS HIGH ST. AT TRADE

## Dates of Slogans in Daily Statesman (In Twice-a-Week Statesman Following Day)

- Loganberries, Oct. 4.
- Prunes, Oct. 11.
- Dairying, Oct. 18.
- Flax, Oct. 25.
- Filberts, Nov. 1.
- Walnuts, Nov. 8.
- Strawberries, Nov. 15.
- Apples, Nov. 22.
- Raspberries, Nov. 29.
- Mint, December 6.
- Great cows, etc., Dec. 13.
- Blackberries, Dec. 20.
- Cherries, Dec. 27.
- Pears, Jan. 3, 1924.
- Gooseberries, Jan. 10.
- Corn, Jan. 17.
- Celery, Jan. 24.
- Spinach, etc., Jan. 31.
- Onions, etc., Feb. 7.
- Potatoes, etc., Feb. 14.
- Bees, Feb. 21.
- Poultry and pet stock, Feb. 28.
- Goats, March 6.
- Beans, etc., March 13.
- Paved highways, March 20.
- Broccoli, etc., March 27.
- Silos, etc., April 3.
- Legumes, April 10.
- Asparagus, etc., April 17.
- Grapes, etc., April 24.
- Drug garden, May 1.
- Sugar beets, sorghum, etc., May 8.
- Water powers, May 15.
- Irrigation, May 22.
- Mining, May 29.
- Land, irrigation, etc., June 5.
- Dehydration, June 12.
- Hops, cabbage, etc., June 19.
- Wholesaling and jobbing, June 26.
- Cucumbers, etc., July 3.
- Hogs, July 10.
- City beautiful, etc., July 17.
- Schools, etc., July 24.
- Sheep, July 31.
- National advertising, Aug. 7.
- Seeds, etc., Aug. 14.
- Livestock, Aug. 21.
- Automotive industry, Aug. 28.
- Grain and grain products, Sept. 4.
- Manufacturing, Sept. 11.
- Woodworking, etc., Sept. 18.
- Paper mills, etc., Sept. 25.

(Back copies of the Thursday editions of the Daily Oregon Statesman are on hand. They are for sale at 10 cents each, mailed to any address. Current copies, 5c.)

## OUT OF THE MUD AND DUST

Oregon is on the way to the time when she will be up out of the mud in the rainy season—

And away from the dust in the dry season— On the best program ever adopted in the world's history—

And Marion county is ahead of all the counties on this coast, if not in the whole country, on the same program, with her paved market roads.

In Oregon, the men who use the paved highways with automotive vehicles, and who buy gasoline, pay for the roads; will pay for them—

And in Marion county we have the same program, with the additional item of a little direct taxation that goes for permanent roads instead of for summer fallowing dirt roads.

It is a great program. We are on our way.

## Valley Motor Co

260 North High Street

Phone 1995

Boost This Community by Advertising on the Slogan Pages

DID YOU KNOW that the main repair and storage plant and testing and blueprint outfits and principal offices of the State Highway Commission are located in Salem; that this forms a basic industry for Salem, keeping here or reporting here at all times a large and increasing force of skilled men; that the Oregon system for building paved highways is the best ever devised, making for permanency; that the building and repairing of paved highways will go on through all the years of the future; gradually bringing to this heart and center of the system larger activities in many, many ways? (And, also, Marion county's paving and repair plants are in Salem, and growing.)

## Weatherly Ice Cream

SOLD EVERYWHERE

## Buttercup Ice Cream Co.

P. M. GREGORY, Mgr. 240 South Commercial St. SALEM

## DODGE BROTHERS SEDAN

Bonesteel Motor Co. 184 S. Com'l St. Phone 438

## VALLEY PACKING CO. CASCADE BRAND HAMS, BACON AND LARD U. S. Inspected SALEM, OREGON

tures, grades must be reduced and sharp curves must be eliminated. These things are even more important than the building of new mileages, and they are things to which the highway commission is now giving much attention in planning, constructing and maintaining a state highway system which will more closely unite the

## THE PAST YEAR HAS SHOWN GROWTH IN THE WORK OF THE STATE HIGHWAY DEPARTMENT SHOPS LOCATED IN SALEM

An Investment of Probably Over Two Millions Is Being Absorbed By the Rental and Repair Operations of the Force of Men Out at the End of State Street—The Shops Will Have to Be Maintained Here for All the Years of the Future

Since the Slogan editor visited the equipment department of the Oregon state highway commission last year, there has been a good deal of progress. That is the name under which the depot and repair shops plant of the commission goes in this great organization for the construction and repairing of state highways in all sections of Oregon.

Last year at this time, the number of employees was 54. It was 82 yesterday—and every one busy; working to the limit. There have been a number of improvements since last year, which will be noted later along in this article.

In order to efficiently procure and furnish the equipment and supplies needed by an organization handling the amount of construction that the state highway department does each year, and to maintain the ever increasing mileage of completed roads, it is necessary to have proper shop facilities and force for its mechanical care and maintenance, adequate warehousing facilities for the storage and proper segregation of equipment and supplies and also a clerical store sufficient to keep proper records.

The Main Plant The main plant for carrying on this work is located at Salem on state owned property just outside of the city limits—across the extension of State street south of the penitentiary buildings. The plant is divided into the various shops, such as the ma-

**Falls City-Salem Lumber Co.**  
**GLASS**  
Come to Us for Your Glass. We Have a Good Stock  
See the American-Made glass for green houses—  
Out square and all the same thickness  
Real Yellow Fir Finish in Two Grades  
**A. B. KELSAY, Mgr.**  
349 S. 12th, Near S. P. Depot. Phone 813

**Next Week's Slogan**  
SUBJECT IS  
**BROCCOLI, POULTRY, ETC.**



On the Roosevelt Coast Highway in northern Tillamook County at a point where the Highway follows closely the short line of the Pacific Ocean.

small stock of special repair and replacement parts is carried at this branch shop, and 21 trained mechanics are employed. R. A. Farnham is foreman of the La Grande shop.

From War Department An immense amount of equipment has been received from the federal government under its policy of allotting to the states all surplus war materials and equipment that were suitable for road improvement purposes.

An endless variety of things has been received, the most important of which are trucks and tractors. It would take all the space of an ordinary sized newspaper to enumerate the articles that have come from the war department. The list would include almost everything used in the world war, in construction work; thousands and thousands of articles.

The state highway department now has on hand 280 trucks of all sizes, and 40 tractors, and numerous cars used for business purposes by the employees; mostly Fords.

Some of the trucks, and other pieces of equipment have been received in the past few weeks. Road machinery has been received from Uncle Sam, running all the way from a light pump on up to a 20 ton crane.

The cost to the equipment department of the various pieces of machinery received from the federal government will run around 20 per cent of the original costs; the 20 per cent representing transportation and repair costs, in bringing the articles here and whipping them into shape for the various uses on our highways, in construction and repair work.

The original cost to the government of all this stuff ran up to around \$2,000,000; perhaps towards \$3,000,000.

Wiping It All Out The state highway department is gradually wiping out the whole cost of all this equipment and all the cost of these shops and their machinery; by rental and repair values on the various pieces of highway work. The state will soon be clean.

Miscellaneous Items L. P. Campbell, assistant engineer, in charge of the equipment department, is proud of the shops and the work under his direction. He takes pride in the improvements that have lately been made.

New construction has provided facilities for better care of the state property. There are new bins for the replacement department, in which are stored parts that have cost scores of thousands of dollars; perhaps a half million dollars.

There is not another shop in Oregon working on automotive work and road machinery work that is as well equipped. The men out there can make a car from parts, several kinds of cars. They make tops and bodies. They paint them. They even make their own furniture, outside of the office furniture, and some of that.

Experimental work is going on all the time. There are three crews out rebuilding the paved state highways. The payrolls of these crews have averaged \$6500 a month since last November.

Recently a shop has been opened at Klamath Falls, for repair work in that section. Six men are employed there now.

There is a testing department, on State street near Twelfth. The laboratory work there is carried on under the direct supervision of N. M. Finkbner, who also has general charge of this important department.

### An Asset to Salem

All this is an asset to Salem. The shops will always be here; the main plant. The main office forces will always be here. Salem will always be the central point for the coming and going of outside forces, contractors, etc. The hand is to the plow; there will be no turning back. There will always be paved roads, and new paved roads; more and more of them, and they will grow better as road building becomes more of an exact science.

### The Personnel

Following is the list of employees in the equipment department at Salem: Campbell, L. P., assistant engineer; Gillette, S. B., assistant purchasing agent; Hinz, E. A., chief clerk; Townsend, Watson, clerk; Schucking, B. O., clerk; Fowle, Hayward, clerk; Woods, George; Clark; Mercer, F. E., clerk; Reed Ruth L., clerk; Currie, Mabel, clerk; Chamberlain, G. M., stenographer; Ivison, Emily, stenographer; Adams, B. F., storekeeper; McGahan, V., laborer; Mudd, Clifford B., serviceman; Mudd, C. R., laborer; Walker, H. S., stockman; Hallik, E. F., master mechanic;

Jones, N. H., foreman; Abalt, H. K., blacksmith; Reeves, Frank, blacksmith helper; Rannels, Guy A., blacksmith helper; Wilkerson, L. M., blacksmith helper; Wilkins, Geo., blacksmith helper; Betzger, Ray, mechanic; Bryngleson, C., helper; Campbell, J. K., mechanic; Davis, Patrick, mechanic; Dietz, E. J., mechanic; Floer, C., mechanic; Gordon, Ralph, helper; Harrison, J. E., mechanic; Hiatt, J. S., helper; Kostly, Walter, mechanic; Libby, A. L., mechanic; Lockard, A. M., mechanic; Marchand, Roy E., mechanic; Meeks, Frank, mechanic; Miranda, H., welder; Mitchell, C. L., helper; Norton, H. A., mechanic; Oldenberg, A. E., mechanic; Oldenberg, Henry, mechanic; Owens, Eral, partsman; Pederson, H. A., mechanic; Pardy W. H., mechanic; Sherman, G. C., electrician; Sim, H., mechanic; Smith, R. J., electrician; Smith,

V. A., helper; Sonner, Bill, mechanic; Southman, Chas., mechanic; Stalcup, R. T., mechanic; Strand, O. H., mechanic; Wallace, L. T., mechanic; Waters, John, machinist; Williams, M. C., mechanic; Woods, P., helper; Barnes, J. C., helper; Barnes, L. E., trimmer; Eyerly, John; painter; Harnsberger, Ed., carpenter; Harnsberger, John; helper; Harms, John, carpenter; Harms, E., helper; Dimick, A. R., laborer; Jayes, John, foreman; Bressler, Calvin, helper; Bressler, George, machinist; Richardson, J. E., helper; Rogen, John B., yardman; Olmstead, D. D., fireman; Hockett, L. C., watchman; Burtis, H. W., watchman; Schoonover, J. P., janitor; Stalcup, R. T., mechanic; Smalley, H. J., helper; Clark, R. C., helper; Daly, Chas. E., helper; Reed, G. C., helper; Barnes, Chas. A., helper; Thomas, Nick, helper.

## MARION HAS LARGEST MILEAGE OF PAVED MARKET ROADS OF ANY COUNTY ON THE COAST; THE BEST AND CHEAPEST

This County Is Proving That, in the Long Run, Paved Roads are Cheaper Than Mud Roads and They are Better and More Serviceable in Hundreds of Ways Which Any Reader Can Mention and Appreciate

This is the final year of the market road program approved by the people of Marion county at the special election held during 1919, at which the sale of \$850,000 in bonds was voted.

The last of the bonds, \$105,000, were sold during the past winter, and one-tenth of the entire issue, viz, \$85,000, will be called in and paid off during the coming summer.

The original plan called for between 90 and 100 miles to be paved, and 50 miles additional to be graded and rocked.

The county court has added somewhat to the program, as it was decided to work in conjunction with the smaller cities and towns and help pave through them where such work would connect up market roads leading into and out of such places. Nineteen hundred and twenty-

diffic highway by the state nor the paving in cities done under their charters.

Where such work does not interfere with the regular work, the county court has assisted the various cities and towns with their paving work that was being done under ordinances, the cities doing the grading and the county doing the paving work at cost; thus many thousands of dollars have been saved for the taxpayers in such towns.

### The 1924 Program

The 1924 program calls for the completion of the work and will require the operation of four paving plants, one located at Salem, one at Stayton, one at Seclard and one at St. Paul—work being done on the Rosedale road, the Pratum road, the Coe road, the Macleary road, the Feeble minded Institution road, the road east of Shaw, the Stayton and Melama road, the Stayton and Marion road, the Turner and Marion road, the Woodburn and St. Paul road, the Hubbard and Meedy road, the Aurora and Donald road.

Besides work connecting up in Aumsville, Turner and St. Paul paving work in which the county will assist the towns and cities by doing the paving at cost.

Such work will also be done in Salem, Stayton and Woodburn.

### Owens Much Equipment

The county owns 30 trucks, 4 large tractors, 10 steam rollers, 10 rock crushers and many graders, scarifiers, land levellers, and many smaller classes of equipment. Such of these as need repairs were brought into the county shops at the close of the working season last fall and have been overhauled and put in good working shape for the spring work, which will commence in earnest about the first of April.

All steam boilers owned by the county have been inspected by the

bureau of labor and any necessary repairs made in accordance with their instructions.

Plant at St. Paul The paving plant that has been used at Mt. Angel, having com-

(Continued on page 10)

**Auto Electric Work**  
**R. D. BARTON**  
171 S. Commercial St.

**HOTEL MARION**  
SALEM, OREGON  
The Largest and Most Complete Hostelry in Oregon Out of Portland

**DRAGER FRUIT COMPANY**  
Dried Fruit Packers  
221 S. High St., Salem, Or.  
Always in the market for dried fruits of all kinds

**BLAESING GRANITE CO.**  
ROY BOHANNON MGR.  
CITY VIEW CEMETERY  
SALEM, OREGON

A Licensed Lady Embalmer to care for women and children is a necessity in all funeral homes. We are the only ones furnishing such service.  
**Terwilliger Funeral Home**  
776 Chomaketa St.  
Phone 724 Salem, Oregon

**NOW IS THE TIME!!**  
To look after your heating plants and see that it is in good order, or if you are going to need a new one.  
This is the appropriate time to buy it!  
**THEO M. BARR**  
164 S. Com'l St.

Oregon has the best paved highway system in the world, and Marion is ahead of all other counties in her paved market road system.

Manuals, School Helps and Supplies  
Your order will be given PROMPT attention  
**The J. J. Kraps Company**  
Kent S. Kraps, Mgr.  
Box 96  
Salem, Oregon

**OUR TREES**  
Carefully Grown—Carefully Selected—Carefully Packed  
Will Give Satisfaction to the Planter  
**SALEM NURSERY COMPANY**  
429 Oregon Building  
PHONE 1743  
Additional Salesmen Wanted

**MR. FARMER—**  
Have you seen the **MILESTONE** Septic Tank (Pre-Cast)  
"It's the modern way"  
**OREGON GRAVEL CO.**  
1405 N. Front