

SEVENTY-FOURTH YEAR

SALEM, OREGON, SUNDAY MORNING, JANUARY 18, 1925

1924 CONSTRUCTION BROKE ALL RECORDS

Values of Engineering Projects in U.S. Reaches \$2,002,533,000

NEW YORK, Jan. 17—Engineering construction projects in the United States broke all yearly records in 1924. Engineering News-Record reports in a survey just announced. The total money value of such operations for the year, these including public works and building operations of public utilities companies, is given at \$2,002,533,000. The 1923 record was \$1,899,254,000.

Heaviest gains were noted in water-works, sewers, streets and roads, commercial buildings and in scattered and unclassified operations such as stadiums, tunnels, wharves and grain elevators. Unclassified projects, which involved the face value minimum of \$25,000 in each case, totaled in value to \$205,000,000, as against a valuation of \$182,000,000 in 1923.

Gains recorded were found in three major sections of the country. These were New England, the Middle Atlantic states and the South. The greatest increase, 24 per cent over 1923, was in the Middle Atlantic states. The chief loss, 11 per cent, was in the Middle West.

In actual physical construction placed under contract, the months whose records exceeded those of 1923 were February, May, July, August, October, November and December. Although there was a distinct falling off in November, that month was the heaviest since 1915, when costs were less than half.

"The year just past makes a record not only in money value of contracts awarded," Engineering News-Record comments, "but it also has set a mark in actual physical volume of engineering



National Thrift Week

JAN. 17-23

Pay Bills Day Saturday, 17th
Share With Others Sunday, 18th
Bank Day Monday, 19th
Insurance Day Tuesday, 20th

Own Your Home Day Wednesday, 21st
Budget Day Thursday, 22nd
Safe Investment Day Friday, 23rd

NATIONAL THRIFT WEEK is a movement based on the fact that thrift is an important factor pointing toward the attainment of success and happiness. It is a movement which aims to teach the principles of thrift to every man, woman and child in every community all over the United States. This campaign on behalf of a more thrifty nation and therefore on behalf of a more happy and successful nation

YOU WILL FIND IT OF ADVANTAGE TO FOLLOW THRIFT WEEK DAY BY DAY. OUR MERCHANTS, BANKERS, REALTORS AND INSURANCE MEN HAVE A MESSAGE OF VITAL IMPORTANCE TO EVERY MAN AND WOMAN WHO WOULD ACHIEVE SUCCESS AND HAPPINESS.

is endorsed by forty-seven of the leading civic, industrial, educational, and religious organizations of the country. National Thrift Week has an historical background of significance. It always begins on January 17th—the birthday of our great American apostle of Thrift, Benjamin Franklin. Each of the days which follow are devoted to some specific thrifty enterprise.

construction placed under contract. In terms of the 1923 dollar, 54 per cent more construction was definitely authorized than in that first pre-war year.

Contracts included in the total of engineering projects were computed on the basis of a \$15,000 face value minimum for water-works, dredging, excavation and irrigation; \$25,000 for other public works; \$40,000 for industrial buildings and \$150,000 for commercial buildings.

Values of the contracts which go to make up the 1924 total include \$61,445,000 for water-works; \$74,553,000 for sewers;

\$88,564,000 for bridges; \$26,829,000 for excavations, drainage and irrigation; \$415,216,000 for streets and roads; \$204,969,000 for industrial buildings; \$934,905,000 for commercial buildings; \$38,855,000 for Federal Government work at \$177,167,000 for unclassified operations involving engineering service.

Expenditures for physical expansion of industry dropped in 1924 below the total for 1923, in which year industry spent \$600,000,000 for new factories, power development, machine shops foundries and extensions in the process industries. Last year not quite half a billion dollars were spent. There are signs of a revival.

The last month of 1924, the study shows, developed a remarkable recovery and closed the strongest December on record, with its construction volume 8 per cent greater than that of 1922, the nearest competitor. The December total of industrial construction was 50 per cent greater than that of December, 1923.

Opening of 1925 finds the construction industry facing the immediate prospect of bids on huge public and private works, the engineering paper reports. Outstanding among these undertakings are the \$18,000,000 dam at Los Banos, California, for the San Joaquin Valley Water Storage District; \$9,000,000 irrigation project for the Board of Water Engineers, state of Texas; \$6,000,000 university group for Duke University, Durham, North Carolina; \$3,000,000 sewage treatment plant for Akron, Ohio; \$3,500,000 jail for Wayne county, Michigan; \$2,500,000 power plant for Dallas, Texas.

EXPERTS PLAN BIG NAVAL CHANGES

New Ships to Be 25 Per Cent Larger Than Present Naval Leviathans

WASHINGTON, Jan. 17.—Naval engineers would hesitate today to predict what the military characteristics will be of the first American battleships to be built in replacement under the Washington limitation treaty. Aside from the fact that they will be 25 per cent bigger than the present naval leviathans, West Virginia, Colorado and Maryland, and carry not larger than 16-inch guns, they are unknown quantities.

The first two replacement ships may be laid down in 1931, to be completed in 1934, when the 12-inch gunners Florida and Utah will go to the scrap heap. They will be 35,000 tons, treaty measurement, which means almost 40,000 ton pre-treaty ratings. The West Virginia class of battleships, now the biggest and hardest hitting vessels afloat, are 32,000 tons, old rating.

Since the first post-treaty battleships will be the British Rodney and Nelson, to be completed in 1926 when four ships of the present British fleet of the King George V class will go to the junk man, wide interest prevails in naval circles everywhere as to what their armament, speed, cruising

radius, protection, method of propulsion or other characteristics will prove to be. Little is known generally as to the British plans, developed since the Washington conference.

But no naval officer is likely to forget that the dreadnaught, first all-big-gun ship to be built, virtually rendered obsolete every existing pre-dreadnaught battleship of any navy. Nothing then afloat could compete with her on anything approaching equal terms, and the feverish building of dreadnaughts on both sides of the Atlantic began.

American naval designers are storing away information on a which plans for their own new ships will be based. Experiments incidental to the sinking of the hull of what was to have been the battleship Washington were conducted for this purpose, to a large extent, and much valuable data resulted.

For one thing, navy experts wanted to know just how wisely they had planned the increased deck protection of the Washington class of ships. It has not been revealed definitely whether the Washington deck armor withstood high angle fire, but Secretary Wilbur announced at the time that results of the experiments had justified expectations.

That the new British ships will have ample deck protection as well as a new type of 16-inch guns more powerful than any yet afloat in any navy, is taken for a foregone conclusion. They will be the product of the post-war years of study by British experts of bitter war experience with fighting ships.

CLEAVER URGES JAIL SENTENCE

Imprisonment Only Adequate Check to Prohibition Violations Says Report

Adequate jail sentences are the only effective remedies to exterminate illicit liquor traffic according to the biennial report of George L. Cleaver, state prohibition commissioner, which was given to the governor this week. In the last two years a total of 46,291 days in jail was handed to offenders. The only recommendation made by the

report is that the legislature increase the amount paid from fines to the state from 25 to 50 per cent. No more than five agents have ever been on salary at one time, the report states.

Over 90 per cent of those arrested entered pleas of guilty while only 2 1/2 per cent of all cases filed were lost or dismissed. During the biennial convictions were secured of six county officials for violating the law and two are now serving time in the penitentiary. The main difficulty is in obtaining honest operatives and during the two-year period eight men and one woman were dismissed for cause. Combined action of state and federal forces in Oregon and Washington will be necessary to put a stop to the well-organized rum running between Canada, Seattle and Portland. A majority of the county officials are given credit for cooperating in the enforcement

of the law. More than 1000 investigations were made in which sufficient evidence to convict was lacking. Enforcement of the narcotic law is said to be the most difficult work of the department, for returns from fines, or 25 per cent of the whole, total but \$6,445.25, which is held to be insufficient.

The number of prohibition cases handled by the department was 1218, and narcotic cases 15, a grand total of 1233. Prohibition fines aggregated \$271,903.65 and narcotic \$1159, a total of \$275,053.63. Intoxicating liquor and mash destroyed totaled 28,144 gallons. A total of 134 stills were seized and 43 automobiles were confiscated. The total cost of prohibition cases was \$49,834.16 and of narcotic cases \$6445.25.

The amount collected in fines from the counties in 1925 was \$174,415.78 and in 1924, \$203,876.30.

The report states that in the summer of 1923 the governor requested the prohibition commissioner to use his men as special agents. Relative to this the report says: "The Oregon Blue Book shows the appropriation of \$10,000 for this work in 1921-2, and the actual expenditure of \$13,242.30 more than the appropriation, or a total expense for the two years preceding the present administration of \$23,242.30 for state agents. The appropriation for this purpose in 1923-4 was \$4000 of which amount \$357.50 has been turned back to the general fund—a difference of \$19,599.80 affected by the combination suggested by the governor and the saving of a salaried chief special agent."

Women Bus Drivers to Wear Clothes Designed in Paris

TOKIO, Jan. 17.—Women bus conductors have proved so satisfactory that the Tokio street railway has decided to employ them. Five hundred will be installed June 1 and will gradually replace men conductors. Their uniforms will be of foreign style, designed by a Paris tailor.

\$900 GRAND PIANO \$385

Just like new. This is a real snap. Terms \$15 a month. Geo. C. Will, 432 State St.

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KANSAS CITY STAR—Women have been using cosmetics for 3000 years, a historian announces. Evidently the plan is successful, then, if they would have tried something else by this time.

Parrish Paragraphs

By Tom Downs

The English classes are planning to devote a certain portion of this next week to the writing of essays on some phase of 'thrift,' as a part of the 'Thrift Week' campaign. It is the hope of the committee in charge that much benefit will be gained in the way of useful knowledge along this line. There is now doubt that the conducting of the thrift campaign will finally have, to some degree, the desired effect, which is that our nation become thrifty as well as wealthy. Prizes are offered by local business men to stimulate interest in the competition.

Experts Would Save Herring For England's Breakfasts

LONDON, Jan. 17.—The humble herring, staple breakfast diet in thousands of British homes, has become the subject of much research, and two British scientists recently went to Norway to acquire a more detailed knowledge of his temperament and habits. Fisheries authorities point out that the huge catches of herring in the North Sea of recent years have threatened the supply, and the migrations and seasonal distribution of fish of different ages

are being studied in an effort to prevent the decimation of the runs, such as happened in the case of salmon in the Pacific northwest and British Columbia waters. Thousands of herring have been captured and marked for further identification, then released, and fishermen advised to notify the Fisheries Development commission if they are caught in the future.

Another means of determining the migration routes of fish of different ages is by counting the annual growth of rings which appear on the scales.

Dallas defeated Parrish in a basketball game January 9, by a score of 18 to 9. In the first quarter they were ahead ten to nine. Both teams played hard but the Dallas quintet was fast and kept ahead for the remainder of the game. The following night we defeated Independence' second team by a score of 12 to 5. A return game will be played there on January 24.

The following is the Parrish line up:
Nash Forward
Ecker Forward
Shog Forward
Blaco Center
Phillips Guard
Kelly Guard
The Congars and Millets team will play a preliminary game Wednesday.

Decide Today — Will You Succeed?

Definite principles govern the route to Success. Three of these principles are—work, planned spending, saving. Look around you! Study the lives of those who have succeeded. Although the mere accumulation of money is not Success, money in the bank has played a vital, constructive part in the careers of most successful men—has enabled them to go forward. You, too, will find that regular, systematic deposits in bank accounts are the Key to Opportunity.

For Monday is National Thrift Day, the third day of National Thrift Week. Join those who are succeeding. Start your bank account now and make deposits regularly.

The United States National Bank



International Typographical Union's New Home at Indianapolis, Indiana

Stately halls and spacious drawing rooms, wont to witness the swank and magnificence of Hoosierdom's most exclusive society affairs soon will resound to the clatter of typewriters and adding machines grinding out the business of a leading trade union.

It was announced here today that the palatial Murdock home in the fashionable North Meridian street district will become headquarters for the International Typographical Union, April 1.

Built by Frank Van Camp, of the wealthy canning industry family, in 1906, the home has since been included in all sight-seeing tours of Indianapolis as one of the city's most beautiful estates. It is surrounded by landscaped grounds, comprising four and one-half acres and including a sunken garden. The district in which it is located recently was designated for business purposes by the city planning commission.

The building is of limestone with massive walls and a wide, uncovered veranda in the Italian style reaches along two sides. The solid mahogany woodwork of the interior was carved by artists from Switzerland, imported by Mr. Van Camp to do the work to his liking.