

Skyscraper Reflects The Progressive Spirit of First National Bank

Impressiveness of Surroundings In Salem's Most Modern Building Is Appropriate To Constructive Influence of Financial Institution Devoted To Progress and Welfare of Willamette Valley As Industrial and Agricultural Region—Building First Announced When Bank Was Organized in 1923—Cramped Quarters Which Bank Is Leaving Former Home of Capital National, Opened In 1885 by R. S. Wallace and J. H. Albert—First President Was Pioneer Road Builder and Founder of Canning Industry In Salem—Vision Is Fulfilled in New Bank

New Home Is Monument To Fertility of Valley

Agricultural Success of T. A. Livesley Makes Possible Magnificent Structure—Is Leader in Efficient Farm Methods and Businesslike Marketing of Crops

From cramped quarters in a narrow niche between larger buildings which seemed to push in upon it from either side and begrudge it space for existence, the ideal accommodations in a structure whose location and dimensions make it the architectural monarch of the city, is the progressive move which the First National Bank of this city is making with the opening of 1927.

Yet, in its tiny home on North Commercial street, the First National Bank has always, since its organization in 1923, been bigger than its surroundings, and its new home will be as appropriate to the bank's progressive and constructive spirit as its old home was incongruous.

Perhaps few Salem people not directly connected with the venture realize how closely connected this bank is with the imposing structure that is to bear its name, in spite of the fact that the bank itself is not the owner.

It was at the same historic meeting at which the First National bank was organized, on August 27, 1923, that T. A. Livesley, one of the directors elected at that time, announced that he would erect, as a home for the bank and for other important business institutions of Salem, a modern steel and concrete building on the corner of State and Liberty streets; but even at that time, Livesley's plans did not contemplate a structure which would dwarf Salem's other buildings so completely as this one does.

When the First National bank was organized, George F. Rodgers was elected president, E. F. Slade vice president, Joseph H. Albert cashier, and in addition to these men as directors, T. A. Livesley, Paul B. Wallace and John H. McNary. The capital stock was set at \$125,000.

Later Daniel J. Fry succeeded Rodgers as president, and H. E. Eakin was elected assistant cashier. Present directors are T. A. Livesley, Daniel J. Fry, R. M. Hofer, E. F. Slade, John H. McNary, Paul B. Wallace, Joseph H. Albert and R. E. Lee Steiner.

Monument To Agriculture
Built by T. A. Livesley, a practical and successful farmer, the First National Bank building is a standing monument to the fertility of Willamette valley lands. For Tom Livesley, as he is best known, has laid the foundation for such a structure through the pursuit of progressive and businesslike methods of agriculture.

In his hop yards, always models for the industry, he has been constantly experimenting with new methods. He pioneered among the hop growers in the installation of electric pumps for the irrigation necessary to preserve the crops in dry seasons. To the marketing of his crops he applied the same systematic efficiency.

By such enterprising methods and foresight he has pointed the way to full realization of the opportunities offered by the Willamette valley in crop diversification, fruit growing and other allied industries such as canneries, butter and cheese factories, ice cream plants, milk condenseries, etc.

To his initiative and organizing ability has largely been responsible the progress made in development of the flax industry. He contributed heavily in time and money to further foster that industry through establishing the linen mill which, it is hoped, will be the forerunner of a series that will make the Willamette valley one of the greatest flax and linen producing sections in the world.

Succeeds Older Bank
The First National Bank is the

successor to the old Capitol National, which was established in the building on North Commercial in 1885, and opened for business November 23 of that year, by R. S. Wallace and J. H. Albert, the fathers of two of the directors of the First National bank.

R. S. Wallace, who was the first president of the Capitol National, was one of the most far sighted and progressive men who assisted in the upbuilding of Salem in those early years. He lived only a few years after coming to Salem, but in that brief time he built the first hard surfaced road in this vicinity, the Wallace road which led to his model pear orchard, the largest at that time in the northwest. He is remembered as the father of the canning industry here, for he opened the first cannery, on 12th street at the location of the present Oregon Packing Co. plant. In addition to being one of the most progressive, he was one of the most popular men in Salem at that time.

English Actress Pictures U. S. Woman's Paradise

BOURNEMOUTH, England—(AP)—America was pictured as a paradise for women by Miss Beatrice Forbes-Robertson, the actress, who told members of the Richmond Hill Literary and Debating society, her experiences in the United States where she had been born and lived for several years.

Life for women was most comfortable and luxurious and they had more opportunity there than in any country since history began. Miss Robertson said, but explained that she did not mean that she wanted to go to the United States to live. She had come back to England because she felt that in America the people were so overwhelmed with material good that it was difficult to remember the spiritual and aesthetic side of life, such as peace, beauty and love. The problem there was how to bring up young people without their becoming materialistic.

Mrs. J. H. McIlhenny of Kingman, Kansas, has a Bible printed in 1599, which has been in the possession of her family for 327 years.

SALEM HOSPITAL BEING ENLARGED

NEW EAST WING TO BE COMPLETED EARLY IN YEAR

Will Make Available 34 Additional Beds—Institution of High Grade

The Salem General Hospital, located on East Center street, is a high grade standardized institution established and operated to serve in the most approved manner all those who may need the best medical and surgical treatment.

The Salem General Hospital through efficient management directed by a board of 15 citizens has been gradually built from nothing to a standardized hospital owning a fine modern plant with room for expansion to meet the growth of the community.

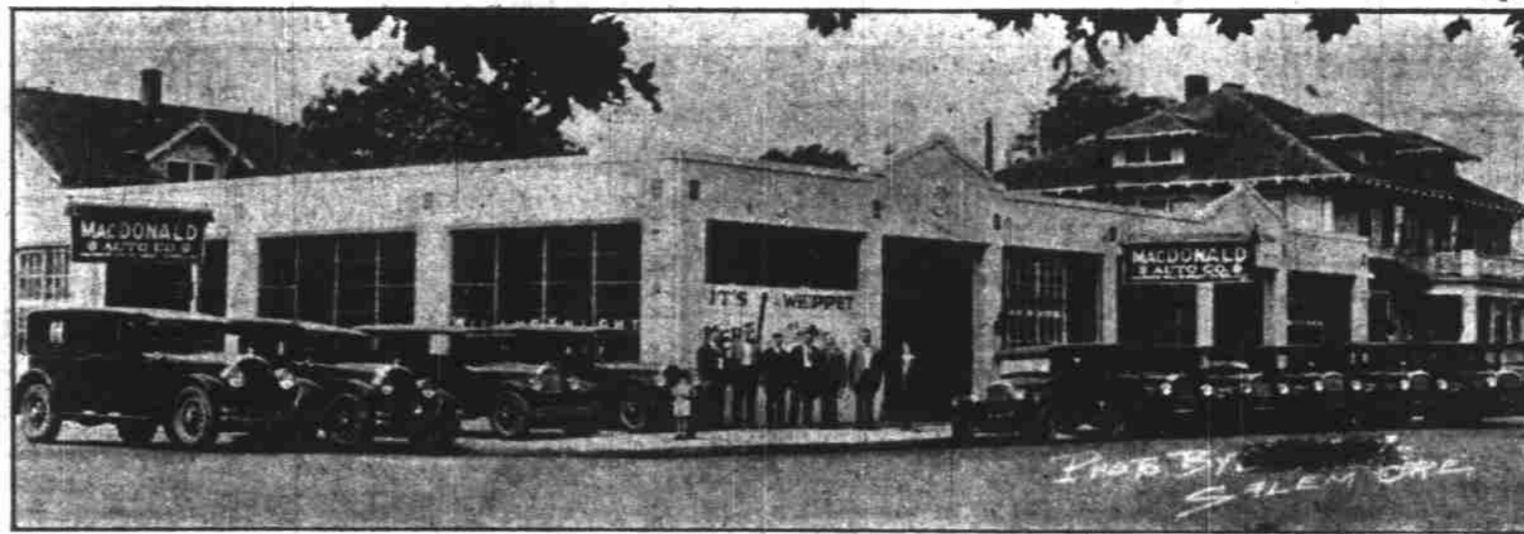
The hospital is modern and up-to-date. Its facilities for the care of both surgical and medical cases can hardly be surpassed, while its staff of 32 physicians and surgeons will compare favorably with cities many times the size of Salem. Its corps of executives, registered nurses, and nurses in training are also as efficient as may be found in any hospital of this size.

The buildings designed by skilled architects are so constructed as to be entirely proof against fire menace, either from within or without (a factor which affords comfort to all who have friends in a helpless condition under treatment at any hospital.)

Early in February the new East wing will be complete and as soon as furnishings and equipment can be supplied there will be 34 additional beds available together with greatly improved facilities making still better work possible on the part of physicians and nurses. One can now visualize what the completed hospital plant will look like by placing on the west side of the central unit a duplicate of the east wing now almost complete. Ground "enough" is also owned for still further expansion as the community growth may require.

This hospital has no endowment or other invested funds and therefore depends entirely upon its own earnings to pay the cost of maintenance, upkeep of property and new equipment. This condition necessarily limits the amount of free work which may be done, though a considerable number of

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free patients necessarily must be taken care of during the course of the year. What more worthy cause could be presented for the attention of persons having money to bestow in the public interest than the endowment of a certain number of free rooms or beds which would be at all times available for worthy cases unable to pay full or even part cost of hospital and medical services required.

The Salem General Hospital admitted and handled 1028 cases during 1926, and of this number there were given 1414 days of free service. This number of free service days includes service rendered in the care of the children born in the hospital, for all of whom under the practice in the hospital no charge whatever is made.

The hospital maintains a school for the training of nurses which in itself is a very large public benefaction. The course offered is pronounced by those in position to know to be as good as any hospital on the Pacific Coast. Six young ladies have entered this school of training during the year 1926.

There have been 767 class lectures given during the year, of which 203 were given by members of the medical staff, 564 by the hospital teaching faculty which includes the superintendent and assistant superintendent.

The hospital employs eight registered nurses graduated from various training schools throughout the United States and Canada. Other special nurses are called as their services may be required.

This hospital should have the friendly cooperation of every citizen in this community. A recent definition of the word "Hospital" by a noted hospital administrator is as follows:

"A hospital is an institution which provides facilities, including personnel for the extension of medical and surgical assistance to the sick, for aiding and educating physicians, nurses, county organizations, and the public, and for investigating the cause and cure of disease and methods for its prevention."

Criticism of hospital treatment from patients or friends of patients if this definition were generally understood would be entirely eliminated so far as applied to any well managed, standardized hospital, because patients and friends would then understand that hospital rules are made entirely in the interest of the patient and never because of any arbitrary theory on the part of the

physician, the superintendent, or the nurse, but rather from experience the world over in the treatment of similar cases which has proved beyond any question of doubt that the procedure laid down is by far the best for the patient; hence, the need of public education concerning the rapid advance being made in modern hospital treatment.

AIRWAY RULES TAKING EFFECT

SAFEGUARDING OF LIFE AND TRAFFIC IS AIM

Planes Must Carry License Numbers—Restrict Flying Personnel

WASHINGTON, Dec. 31—(AP) Rules of the airways, designed to safeguard life and traffic in the clouds as do the older codes which guide vessels on the sea and vehicles on the highways, will take effect over the United States with the New Year.

They were promulgated today by the commerce department, after Secretary Hoover's assistants in the task of drafting them called into conference representatives of all groups interested in the field of air navigation.

After New Year's day, every craft that flies the air must bear its license number, and if it is used for public conveyance of people or goods, its airworthiness and safety must be certified to by the commerce department on the application of detailed tests that touch its power plant, fuselage and wings.

Pilots and mechanics alike, according to the grade of their service, must be picked men of proved competence, who have survived that ordeal of both physical and mental examinations.

Once afloat, the ships must conduct themselves by set rules for meetings and passing in the air, by lighting at night, and by carrying instruments which will demonstrate the functioning of all portions of their contrivances.

As to airplanes, the new regulations recognize five classes of machines, ranging from the 2500-pound plane to the big machine that lifts 13,000 pounds and more. Tests were laid out which each machine must meet before its airworthiness can be certified, with the exception that when a manufacturer turns out an approved type of vehicle, the following identical machines may be given a

certificate based on the demonstrated safety of the model. Inspectors of the commerce department will see to it that machines in service are kept up to standard, and not put in shape for use after accidents without renewed testing. Operators of commercial vehicles, likewise, must make regular daily and detailed inspections, and keep a log of their findings, from which they shall make regular reports to the government.

Machines in the air must refrain from approaching within 300 feet of other craft. They must give way to balloons and airships. By night, a plane must carry a red light on its right and a green light on its left, each visible for two miles, and must show a white light to the rear visible for three miles. Passing over landing fields, pilots must take notice if a red fusée is burning, for that will signal the imminent onset of bad weather, and if the fusée is doubled, so that two red lights are blazing, he must come instantly to ground.

The numbers that denote the licensed craft must be painted in large letters under the left wing, visible from the ground, and on top of the right wing, visible from the air, as well as along rudders to be seen from the sides.

The new code prescribes qualifications for drivers of passenger-carrying machines which are more severe than those for pilots

of goods-carrying planes. A third class of pilots, for private machines, is also designated. One feature of the airman's license is that which makes it invalid under certain conditions unless the pilot has kept in practice at his difficult art. It takes at least six months, with at least five hours solo flying per month, before the passenger carrying airman, or "transport pilot," can qualify for his license.

All of the licenses granted under the new regulations run for limited periods, a year being the longest as to both craft and pilots. Violations of regulations can bring about suspensions or revocations of licenses for both craft and men.

Among the safety regulations is one forbidding any objects or materials to be dropped from craft in flight, except as a safeguard in times of stress. Another requires all planes for passenger carriage to be so constructed that at least two exits from the passenger compartment are available.

With certain exceptions, flying in airplanes is prohibited over the congested parts of cities "except at a height sufficient to permit of a reasonably safe emergency landing, which in no case shall be less than 1000 feet," and elsewhere at heights of less than 500 feet. No flight under 1000 feet in height can be made over an open air assembly except with the consent of the secretary of commerce and acrobatic flying is prohibited over cities.

Where serious injury results from an accident the owner of the aircraft must immediately report, by telegraph or telephone to the secretary of commerce. The owner or operator of every licensed aircraft must keep a navigation and engine log book, and quarterly transmit to the commerce department a navigation summary report, showing the number of hours and the approximate number of miles the aircraft has been flying during the quarter.

"Until otherwise provided," say the regulations, "the laws of the United States and regulations made thereunder with respect to the entry and clearance of vessels engaged in foreign commerce, are hereby made applicable to aircraft engaged in foreign air commerce."

LARGE VIOLA FOUND
A viola found in Edinburgh has a body 17 1/2 inches long, or 2 1/2 inches longer than the average viola. It was made by Hieronymus Amati, the master of Stradivarius.

PRUNE GROWERS PLAN MARKETING

SALEM MEN ON COMMITTEE STUDYING PROJECT

California Two Unit Organization Believed Best Method to Follow

PORTLAND, Dec. 29—(AP)—Organization of the prune industry of the northwest on a basis similar to that of the California Growers and Packers may be accomplished as the result of the studies of a committee, the membership of which was announced today. The committee was created at a recent conference of representatives of cooperative prune growers of the northwest, prune packers and business men at Salem.

The membership of the committee will be: M. J. Newhouse, manager of the North Pacific Prune Exchange; W. T. Jenks, Gile and company, Salem; Louis Lachmund, Drager Fruit company, Salem; William Underwood, manager of the Clark County, Wash., Prune Growers association; and R. H. Kipp, manager of the Portland Chamber of Commerce.

The California plan provides for the organization of two units, one among the growers and one among the packers, in which cooperative packing plants have membership. The organization is controlled by an electorate of nine, composed of four members of the packers, four members from the growers and one from the industry at large.

Another plan has been suggested by northwest growers, providing for the development of county units. The committee will study the feasibility of both systems and carry on a general campaign of education regarding the benefits of a general cooperative organization among the growers and packers. B. H. Critchfield, representative of the marketing bureau of the United States department of agriculture, who has been studying the prune marketing situation in the northwest, is now in Washington conferring with his chiefs to determine what aid the federal government can give to the movement.

FARMERS READ LITERATURE

Col. J. M. Mitchell, secretary of the Carnegie United Kingdom trust, says there is a larger demand in the countryside for literature of every kind than there is in the cities.

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