

Continuation of the Slogan Page: Subject this Week, Automotive Industries

SALEM IS MOTOR STAGE HEADQUARTERS FOR THE BIG SYSTEMS OF THE STATE

This Increases Materially the Growing Prestige of the Capital City as a Transportation Center, Bringing the Nimble Dollar and Dime of the Tourist and Traveler and Great Advantages in Many Other Respects—Salem Is Growing Gregariously Great.

Salem, the central point of the great central Willamette valley, is reaping many and great benefits from this natural advantage that is pushing her steadily to the front in growth of population and business.

Some benefits that might have been expected but are nevertheless pleasant surprises as they come to fruition.

This city has been the Oregon headquarters for the Oregon motor stages for some time.

Over 100 stages report to the Salem stage terminal every day, and considerably over 500 people on the average arrive and depart from the building every 24 hours.

The ticket sales here, at the stage office in the Terminal hotel, which is conducted in connection with the stage terminal, average about \$450 a day, according to W. W. Chadwick, resident and general manager of the stage terminal hotel here.

This figure does not include stop-overs on the through stages, the holders of many of which spend several hours or a day here. Seventeen people are employed around the terminal station in connection with the stage business.

New Transportation Era It is only a few years ago that the present idea of a system of stage lines, operating upon a definite schedule, was conceived, and opened a new era in transportation.

New territory has been opened recently, and from the Salem stage terminal it is now possible to purchase tickets for all parts of Oregon, Washington, California, Idaho and British Columbia, and even through as far as Texas.

The Oregon Stages operate all stages between Portland and Ashland, and make transfers to all southern Oregon points or for the Coos Bay district. Passengers may also continue to San Francisco over the Redwood highway.

Over 54 of these stages are in the Salem terminal daily. The Pickwick Stages carry all through passengers to California and make the trip to San Francisco in 30 hours.

They have eight stages a day in Salem, four going north and four south.

New equipment is constantly being added, and the Oregon Stages now have 30 motor coaches, half of them chair cars.

Passengers may transfer at Eugene for Bend and other Eastern Oregon points.

Other Lines, Too Stage company business that is handled through the local terminal includes that of the Oregon Stages, the Hammond stages, which operate to the Mill City dis-

tributions.

Smith, Roy; service station; 2 employed.

Solberg, S. S., Riverside Drive, service station; 2 employed.

Sheat, L. L., service station, S. 12th; 2 employed.

Smith & Fletcher service station; 2 employed.

Squires, B. B., State street, service station; 2 employed.

Scherwager, Fred, pen road, service station; 2 employed.

Short, L. L., S. 12th, service station; 2 employed.

Square Deal Garage 345 Ferry St., 6 employed.

Teed Top Shop, with Certified Used Car Market; top and upholstery work; 1 employed.

Paul Traglio, garage, Liberty and Trade; 5 employed.

Thompson, E. A., N. Capitol and Fairgrounds road; service station. Thompson, Mrs. E. A., service station; 2 employed.

Foon, G., service station; 2 employed.

Townsend, J. A., service station; 2 employed.

Tourist Service, C. W. Brant, 494 S. Winter; 2 employed.

Vaughn, A. S., service station; 2 employed.

Vallick, Nick, service station; 2 employed.

Valley Motor Co., 264 N. High, Ford sales and service. Ford autos, trucks and tractors and Lincoln autos; 45 men and women employed.

Vick Brothers, 280 S. High, new Vick Building; Oakland and Pontiac cars, tires, painting, tractors farm machinery; 35 employed.

Wade & Lucas, service station; 2 employed.

Wehner, Paul and Ed., S. 12th, service station; 2 employed.

Walker, Fred, service station; 2 employed.

Wenatchee Auto Camp service station; 2 employed.

Walknott & Ostrander, 219 State; auto repairing, authorized Ford service, authorized Stromberg carburetor station; 3 employed.

Walling, J. D., on Lincoln road; service station.

Walsh & Brodhagen, 186 South High; auto repairing, cylinder re-boring, Radiolite and Lectrolite service.

Wechter & Smith, 345 Ferry; machinists; 3 employed.

Western Auto Co., Derby bldg., supplies; 4 employed.

West Side Service station, West Salem.

White Arrow Auto Camp, service station; 2 employed.

A. V. White, Ferry and Cottage, auto painting; 2 employed.

Wilcox, W. A., 18th and Center; service station.

Joe Williams, Center at High, Willard storage battery service and auto electric work; 4 employed.

Wilson, Otto J., Center and Commercial streets; Buick cars, garage and repair department; 10 employed.

Wilcox, W. A., 17th and Chemeketa, service station; 2 employed.

Wood's Auto Service Co., T. C. Wood, manager, Chemeketa between High and Church; auto tops, enclosures, upholstery and accessories; 7 employed.

Woodwards' service station; 2 employed.

Yates, S. J., Pratum, service station; 2 employed.

Yew Park Grocery, oil station, 705 South 12th street, 2 employed.

Louis Zorn, North Pacific highway, service station; 2 employed.

Zosel Tire Shop, 198 S. Commercial; vulcanizing and retreading, oils, tires and accessories; 4 employed.

(The average number employed in the office of the secretary of state on work in connection with the collection of the automobile licenses and the gasoline taxes is around 75. In busy seasons the number runs to around 125 to 150 or more. This force is handling a total of about 250,000 auto vehicle licenses this year, paying fees of about \$6,550,000, besides gasoline taxes running to about \$4,000,000, or ten and a half millions in all. The automotive taxation business of the state of Oregon has grown to be bigger than the general business of the state.

There are employed in the repair shops of the state highway department, right now, about 75 people, and in the general office 55; and at the repair shops at La Grande 20; at the shops at Klamath Falls, 15, and at the Coquille shops 15. But there are upwards of 200 men in the engineering department, scattered all over the state; under orders from Salem; in maintenance and new work.

And there are 1,000 to 1,500 laborers employed in the busy seasons building and maintaining the state highways; outside of the engineers. And the traffic division of the highway department has about 28 men employed patrolling the roads; "speed cops," in common parlance. Though they do a great many useful things besides their tasks in the line of police duty. They range throughout the state but report to Salem.

It is said that the cost of living declined steadily during the first half of 1927. And of course the most important decline was in the price of gasoline.

FARMER ADJUSTING PRODUCTION TO MEET THE MANY CHANGED CONDITIONS

Wm. Patty, in the Amity Section of Polk County, Will "Red Clover" All His Land, Will Grow Corn and Grain and Keep Sheep and Hogs and Produce Certified Seed for the Purpose of Profit to Himself and to Do Good in the World by Helping His Neighbors.

Editor Statesman: William Patty is a young farmer over in the Amity section who is planning on adjusting production on a 280-acre general farm to meet the new and changing conditions in present-day farming.

He scoffs at the idea that farming must forever remain an unprofitable business. He believes it holds wonderful opportunities for young men in the future, providing the old style wheat and oat farming is replaced by modern methods, which include the extensive growing of leguminous crops, the keeping of livestock, the drainage of wet land, the planting of only the best possible varieties of the highest quality of seed.

Mr. Patty's basis of adjusting production centers to a great extent upon further economies in production, and his effort is directed toward securing large yields per acre.

The Reasons Why The changed conditions in present day farming, as contrasted to pre-war farming, have been brought about largely due, first, to depleted fertility of the soil because of steady cropping to wheat and oats; second, to the difficulty in securing adequate and satisfactory farm labor, and third to the comparative low price for many staple farm products as compared to higher costs for labor, machinery, taxes and transportation.

The young wide-awake American farmer is the most ingenious, and adaptable farmer in the world, and we were very much interested in making a study of how William Patty proposes to meet these changed conditions in farming, because it was felt that if we could learn something from him, it in turn could be passed on as an inspiration for other farmers.

Rearranging Fields The Patty farm comprises about 230 acres of land in cultivation. For a number of years it has been fenced into about ten separate fields, each of which is almost square. The first step is to reduce the number of fields by almost half, and to make each field rectangular, because he has observed that it is a great deal easier and quicker to farm a rectangular field, which is two or three times longer than wide, than it is to farm a square field. And moreover it is much easier to put in a temporary stock fence in a rectangular field.

The war-time price for grain was such a great inducement to grow wheat and oats that there was a tendency to let the clover acreage shrink smaller and smaller each year.

Will "Red Clover" It Mr. Patty appreciates the value of clover as a soil builder, especially for grain crops, and he is planning to "red clover" the whole farm just as rapidly as he can do so. He figures on seeding at least 75 acres to clover next spring, and he will plan to have at least a third of the cultivated land in clover each year.

Previous experience has shown him the value of sheep on a general farm, and he will keep the maximum number that can be properly cared for. There is one side hill field which this fall will be seeded down to the permanent pasture mixture of rye grass, red top and white clover, and this field together with about 40 acres of upland pasture will furnish an ideal pasturage arrangement during the winter months when it is

not advisable to have the sheep on the farming ground.

He Will Use Tile There are certain places in some of the fields where the water seeps out, and these places present a drainage problem which will be met by the installation of tile, because, as Mr. Patty pointed out, it was not so much a question of whether they could afford the tile, as it was a proposition that they could not afford to do without it. He pointed out a low place in one field where there was an excellent stand of red clover which was made possible by the use of tile, and he also mentioned that some of the best grain crops were grown on places which had been drained. He is convinced that proper tile and open ditch drainage is one of the important factors in the adjustment program.

Will Breed Hogs Mr. Patty knows from experience the profit that can be obtained from hogs properly handled, and will plan to keep at least eight brood sows, and to raise two litters per year from each sow. Hogs mean the raising of corn, but that is just what he wants to do, because 25 to 30 acres of corn will furnish fine hog feed, and then it works out mighty well to have that much cultivated crop each year in the rotation plan.

Certified Grain I was very much interested to find out that the thing which is really dear to his heart is the raising of high quality certified seed wheat, oats and corn. In referring to the seed he stated, "When I analyze my own likes and dislikes I can see that the thing I am most interested in is to build up a reputation for producing high class seed grain. This year I have 1500 bushels of certified white winter wheat which is being placed on the market for seed, and I feel that it is worthy to be sold under my name."

The sample of this certified white winter wheat tested out 61 and is as fine a quality of seed wheat as any farmer can ask for. It is not hard to see that the desire to grow a fine quality of seed grain is spurring Mr. Patty on to adopt the very best farming practices, and which is responsible in a large measure for the working out of an adjustment program whereby each year he will have 75 acres of clover seed and 25 to 30 acres of corn ground for his grain. The drainage of the land as well as the sheep will play an important part in increased yields per acre, and the hogs will fit in to the scheme because they will not only harvest the corn but they will afford a profitable market for the screenings which are fanned out of the seed grain.

Mr. Patty has a fine cleaning plant of his own and in bidding for that reputation he is after he makes doubly sure that the grain is cleaned and then cleaned before being put on the market.

Putting Self and Others The youth and enthusiasm of Mr. Patty is pointing the way to a pathway which leads to better things in agriculture. He is helping himself, and the beauty of it is he is making available a high quality of seed grain for his neighbors which will be of real value. The extension department of the State of Ohio made a survey in 1923 which showed that the planting of better varieties of wheat alone increased the income of the Ohio farmers over half a million dollars in one year.

The adjustment production program that Mr. Patty is working out gives a person high hope, and real encouragement about the future of agriculture, because it is a gradual adjustment based upon clover, sheep, corn, hogs and grain. It is not an artificial effort to make a hurried adjustment of acreage to fit variations in market prices. Those who chase prices with crops are generally foredoomed to disappointment because they usually find themselves a year or two behind the crest of high prices.

IVAN STEWART, Salem, Ore., Sept. 21, 1927.

(Mr. Stewart is a super county agent for this field, covering the whole Salem district, being in charge of the information department of the Chas. R. Archer implement company, Salem.—Ed.)

Mrs. Phil Newmeyer, and Mrs. R. Robertson. The committee in charge of the local contest, of which Mrs. Walter Denton is Chairman, expects to announce the winners of the local audition on the Sunday morning following the evening's performance.

Miss Miles Returns to Newberg Miss Eva Miles has returned to Newberg after spending the summer in Salem with her parents, Mr. and Mrs. B. C. Miles. Miss Miles is a member of the faculty at Pacific University.

Circles of First Baptist Church Will Meet The various circles of the Ladies' Aid of the First Baptist Church will meet Friday afternoon at 2:30 o'clock, as follows: North Circle, Mrs. Emil Roth, 1113 North Cottage Street; Elizabeth Loughridge Circle, Mrs. C. V. Huber, 1145 Chemeketa Street; June Lawrence Circle, Mrs. C. T. Hoover, 1396 Fir Street.

Attending University of Oregon James Campbell left Tuesday for Eugene where he will resume his studies at the University of Oregon. Mr. Campbell is a member of Sigma Phi Epsilon fraternity.

Return From the Beach Mr. and Mrs. C. D. Query and their daughter, Miss Julia Query, returned recently from a week's vacation at Yachats.

Dead Fish Betray Stills PRINCETON, N. J.—Prohibition agents here followed a trail of dead fish to two big liquor distilling plants. The plants discharged their refuse into a brook, killing the fish by hundreds. Authorities at the mouth of the creek grew curious and discovery of the stills followed.

A lot of people continually complain of the weather but very few of them are able to do anything about it.

NOTICE OF INTENTION TO IMPROVE GAINES AVENUE FROM THE EAST LINE OF COMMERCIAL STREET TO THE WEST LINE OF LIBERTY STREET. Notice is hereby given that the Common Council of the City of Salem, Oregon, deems it necessary

to improve Gaines Avenue from the east line of Commercial Street to the west line of Liberty Street, in accordance with the plans and specifications therefor which were adopted by the Common Council on the 15th day of August, 1927, now on file in the office of the City Recorder, and which are hereby referred to and made a part hereof.

The Common Council hereby declares its purpose and intention to make the above described improvement by and through the Street Improvement Department of the City of Salem, Oregon.

By order of the Common Council the 15th day of August, 1927. M. POULSEN, City Recorder.

Date of first publication September 10, 1927.

Date of final publication September 22, 1927. s101022inc. ed the airplane wreckage a week ago several hundred miles north-east of St. John's.

Each contestant will receive 20 cards of admission and the audience will be asked to express its choice as to the winner on these admission cards. This vote, no doubt, will be of great assistance to the committee in deciding on the successful candidates.

The following telegram was received from the office of the Atwater Kent Foundation at Washington, D. C.: "Candidates eligible up to 26th birthday but not below 18." This information clears up the question of age uncertainty and will permit several more contestants to take part in the audition.

Mr. F. G. Deckebach will preside at the contest Saturday evening and will introduce the candidates as they appear.

The reception committee for the evening will include Mrs. T. A. Livesley, Mrs. Arthur J. Rahn,

and

and expedient and hereby declares its purpose and intention to improve Gaines Avenue from the east line of Commercial Street to the west line of Liberty Street, in the City of Salem, Oregon, at the expense of the abutting and adjacent property, except the street and alley intersections, the expense of which will be assumed by the City of Salem, Oregon, by bringing said portion of said street to the established grade, constructing Portland cement concrete curbs, and paving said portion of said street with a hard surface pavement, six inch Portland cement concrete pavement, 30 feet in width, in accordance with the plans and specifications therefor which were adopted by the Common Council on the 15th day of August, 1927, now on file in the office of the City Recorder, and which are hereby referred to and made a part hereof.

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SOCIETY (Continued from page 7.)

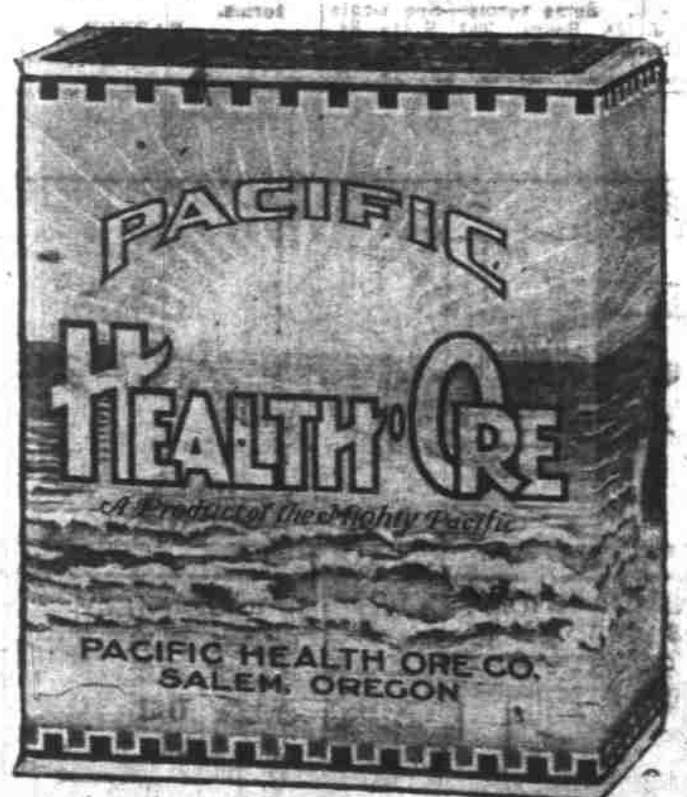


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Terminal Hotels, Inc., is in charge with W. W. Chadwick as president and general manager. W. A. Cummings, formerly manager of the Terminal hotel at Roseburg, is secretary of the organization, and is also located in Salem. J. F. Reynolds is manager of the Eugene Terminal hotel; G. McAllister at Roseburg, and W. M. Clemenson manages the new hotel at Medford. The company has a new terminal at Corvallis, with which is connected a confectionery with a lunch counter. Pine New Hotel Here A beautiful new Terminal hotel is being erected at Salem, corner Court and High streets, that will