

1929 Building Surpasses 1928, Actual Statistics Show

SEEMING DROP IS CAUSED BY NEW STATUTE

Building Code Ordinance has Drastic Effect Upon City Reports

More building has been done in Salem in 1929 than in 1928, by a considerable margin—but the building permit records do not show it. While final figures for December may bring the year's record up to that of the previous year, it is probable that they will fall several thousand dollars short.

The explanation of this paradox is to be found in the passage, late in 1928, of a new building code ordinance which had a radical effect on the method of making out building permits and in estimating their totals.

For one thing, this code required a graduated fee for permits, this fee to pay the cost of inspection. That naturally caused builders to be more conservative in estimating the costs of their buildings, since a few more dollars on the cost might mean an increased fee.

Building Permits Changed

But more important was the change which eliminated from building permit totals any allowance for electric wiring and plumbing, these being provided for in a different type of permit which did not require an estimate of cost. If electric wiring had been included in building permit figures, the permit for the electrifying of the C. K. Spaulding logging company sawmill would have put this year ahead of last year in construction totals.

Another change brought about by the code was adjusted in announcing monthly totals for building permits. State and federal construction does not necessitate the issuance of permits at all, since these governments provide their own inspection. Therefore estimates on such construction were added to the totals given out each month, this being done with the approval of agencies which compile comparative building figures.

State Office Started

There were two exceptions. A permit was issued for the new state office building, although no fee was paid; and no account was taken of the federal building annex, so that its approximate cost, \$23,000, was not recorded to the city's credit.

The total given out for the year exclusive of December, was \$1,556,547, as compared to \$1,605,643 for all of 1928. Adding the federal building annex cost, the difference is only \$28,096, which may possibly be made up in December, but indications as the year neared its close were to the contrary.

Following are comparative figures by months for the two years:

Month	1928	1929
Jan.	118,650	22,975
Feb.	109,800	56,892
Mar.	217,275	114,015
Apr.	266,518	132,532
May	250,985	127,859
June	116,150	293,672
July	116,150	293,672
Aug.	33,725	529,238
Sept.	44,965	39,784
Oct.	89,550	32,045
Nov.	103,750	35,046
Dec.	122,300	---
Totals	1,605,643	1,556,547

(11 months)

WALL STREET NOW WAITS FOR RULING

NEW YORK (AP)—Wall street and a million owners of American railway securities are watching the current session of the United States supreme court for a decision on the constitutionality of the Hoch-Smith resolution.

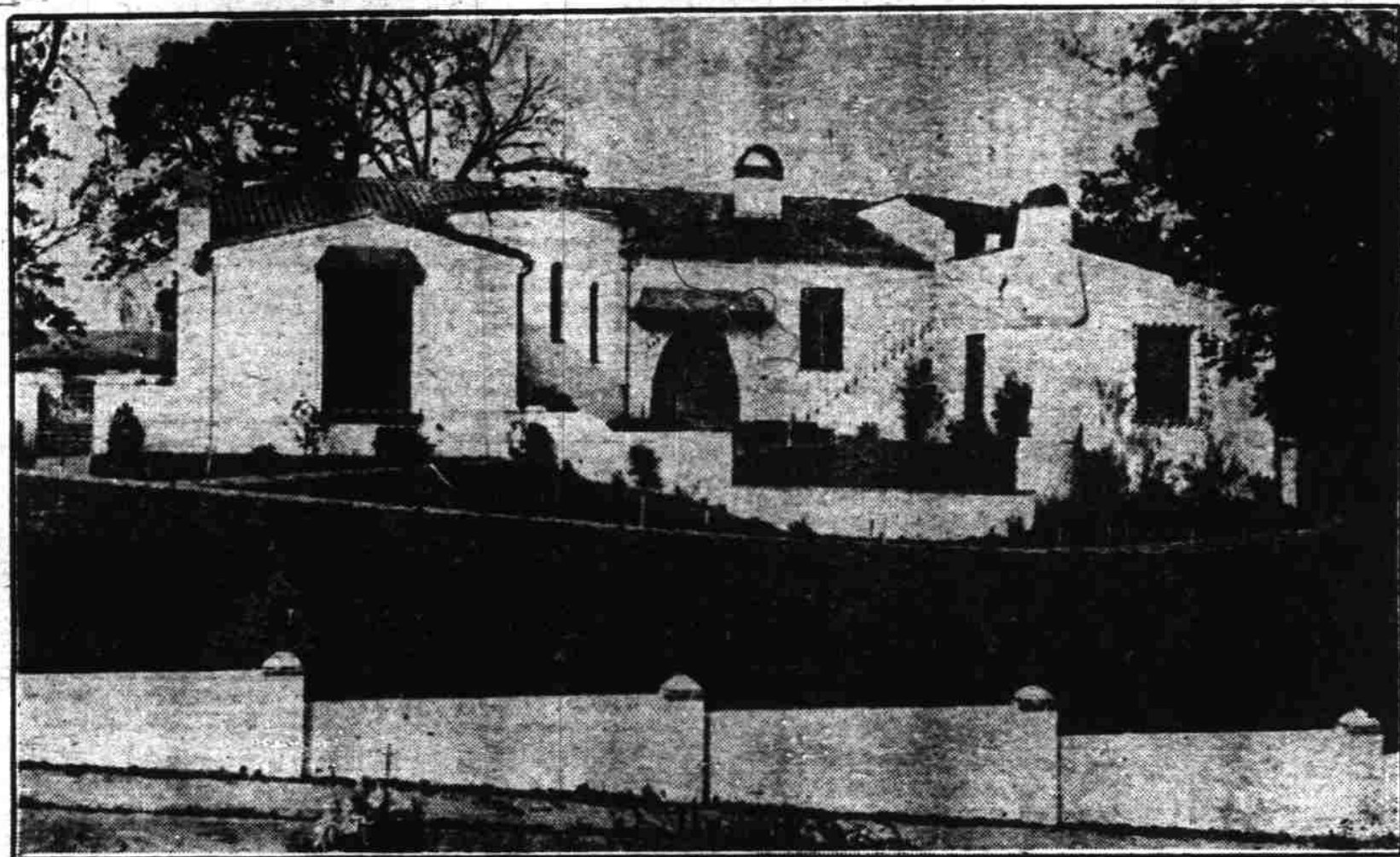
The resolution was adopted in 1925. It directed, in substance, with the exception of the maintenance of an adequate system of transportation, "to investigate and effect" with the least practicable delay such lawful changes in the rate structure of the country as will permit the freedom of movement by common carriers of the products of agriculture, including live stock, at the lowest possible rates compatible with the maintenance of adequate transportation service.

This provision has been a determining factor in most of the commission's decisions on rates in the past four years. In the desks of commission members are fat bundles of data on cases arising under the resolution. A few cases already have been argued and passed upon. The general effect of the resolution thus far has been to lower instead of raise rates.

The railroads recently pushed their fight against the resolution into the supreme court. The test case involves the commission's action in reducing freight rates on perishable fruits from the California area. The commission cut the rates 8 per cent. The railroads called the reduction confiscatory.

The banks, insurance companies, institutions and trusts which are the chief holders of railroad securities believe that a clear cut decision on the constitutionality of the resolution will have more far reaching effect on the future of railroad earnings than did the O'Fallon decision of last summer.

BEAUTIFUL SPANISH HOME BUILT BY JARMANS



Probably the finest single home built in Salem during the year was that erected by Mr. and Mrs. D. B. Jarman on South High street. The exterior and interior are both unique and attractive.

Extension of Gas Main From Portland Follows Purchase of Plant by Gasco

Total of \$800,000 Expended by Portland Gas and Coke Company to Better Service Here; Extensions to Other Valley Cities Planned

Purchase of the gas plant and properties of the Portland Electric Power company in Salem was announced August 1, 1929, simultaneously with plans for the extension of a high power gas line from Portland to this city and projected plans for its extension to other Willamette valley points by the Portland Gas & Coke company.

The laying of an 8-inch high pressure main between Portland and Salem has been completed and construction of a 4-inch high pressure line around the limits of the previous gas main system in the city is well under way. The Salem project, it has been estimated, will cost the gas company a total of \$800,000.

Gas Lines Extended

The Salem gas plant had been owned by the power company and little effort had been made to develop the business, as the company also supplied power to the city. Plans of the Portland Gas & Coke company include an aggressive effort to obtain additional business in Salem and points in the valley near the new gas main. Only 35 per cent of Salem was supplied with gas mains and the making of connections was heretofore expensive and difficult. An

extension of service and general improvement is contemplated by the new owners. Substantial reductions of rates will be established also.

An office was established September 1 in the Capitol theatre building and a show room for gas ranges, water heaters, house-heating equipment and refrigerators decorated in modernistic design. A storeroom was provided on Ferry street. A foreman, assistant, and six men compose the utilization bureau. The distribution work on mains and belt line around the extreme limits. Small feeder lines will be extended into other parts of the city. The work in the city is being done with the least interruption to traffic possible. A boring machine is being used and many bores as long as 60 to 70 feet are being made. In this way tearing up the pavement is reduced to a minimum. Construction work will continue through the winter. Mains will be installed in various parts of the city as fast as orders for service warrant.

The contract for laying the main line was handled by the Steel Tank & Pipe company of Oregon. From 50 to 100 men were employed to make the necessary excavations.

pendence, Albany and Corvallis. The main to Salem extends southwesterly out of Portland as a 10-inch main to the Tualatin district, a distance of 7.7 miles. The eight-inch main crosses the Willamette on the Oregon Electric bridge at Wilsonville, extends to Aurora and follows the Pacific highway into Salem. The total length of the pipe, which is welded into one piece, is 44.3 miles.

The old low-pressure system in Salem is being supplemented by a 4-inch high pressure belt line around the extreme limits. Small feeder lines will be extended into other parts of the city. The work in the city is being done with the least interruption to traffic possible. A boring machine is being used and many bores as long as 60 to 70 feet are being made. In this way tearing up the pavement is reduced to a minimum. Construction work will continue through the winter. Mains will be installed in various parts of the city as fast as orders for service warrant.

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AUTO CAMP ATTRACTS EQUIPMENT IS LAUDED

Salem Municipal Park Brings Future Settlers

As a means of bringing people to Salem and then holding them as permanent residents, very few agencies can show results equal to the Salem Municipal Auto park. During the year 1929, record of the auto park show that 33 families have become permanent residents of Salem after having camped in the park several days while looking the country over. Many of these families have purchased property while others have rented for a short time in order to become better acquainted before purchasing.

49 Stay in One Year

During the year 1927, as a result of first stopping at the auto park, 49 families remain as permanent residents of Salem and vicinity. Campers in the municipal park for the year 1928 made permanent residents of 28 families. All of these families remained several days in this central camp before deciding to become permanent residents.

It is estimated that the merchants of Salem sell more than

\$35,000 annually to tourists who remain at the park. Due to its central location and nearness to the business district, this amount of money was distributed to all kinds of business. Sales slips, gathered every morning during the summer in cleaning up the park, demonstrated this. Those in charge of the park have been unable to learn the addresses of families which decided to make Salem and vicinity their homes this year, but they did get their addresses when these families first registered.

Specific Families Listed

Families that have remained in Salem and vicinity after first stopping at the Salem Municipal park are:

- R. A. Cranse, Columbus, Nebraska.
- A. M. Corwell, Newton, Iowa.
- Edward George, Los Angeles, Calif.
- G. H. Smith, Seattle, Wash.
- G. D. Ramsey, Robert R. Muir, Painted Post, N. Y.
- L. M. Anderson, Eugene, Ore.
- Albert Ray, Emmett, Idaho.
- Vincent Basina, Bosman, Montana.
- W. J. Arford, Leavenworth, Colorado.
- W. J. Johnson, Moose Jaw, Saskatchewan.

CLASSES TOTAL 300 AT LOCAL Y. M. C. A.

One hundred thousand young men in the United States are enrolled in educational classes at this time.

Many of the Y. M. C. A. educational departments are empowered to grant degrees. This educational work is under the general direction of the United Y. M. C. A. schools which is a part of the National Council activities. Last year the Salem Y. M. C. A. had about 300 men and boys in

BUILDING CODE PROTECTS CITY FOR PAST YEAR

Regulations Result in Improvement of Construction Standards

When Salem's new building code ordinance went into effect at the opening of 1929, it was largely an experiment, but results to date have proved it generally satisfactory and successful. As was anticipated, some changes to fit local conditions have been found necessary, as the code adopted was the uniform code prepared by the Pacific coast association.

Inspection is the essential feature of the code. The city in the one year has had three inspectors, but Earl C. Bushnell was the one who finally took the job and stayed with it. One of his predecessors was a temporary appointee.

Filmy Structures Banned

Heretofore practically no building standards were enforced in Salem, and there was no inspection. The result was that some buildings were of filmy and unsafe construction, though this was not the rule. The contractors and builders welcomed the new regulations and were in fact largely responsible for their adoption, deeming it for their own protection.

The result is that when a certificate of occupancy is issued, the persons planning to occupy a new building are assured that it is properly built, properly wired and has adequate and properly installed plumbing.

Pays Own Way

One question on which the city council had some doubt while considering the code, was whether the building department would pay its own way. The doubts have been swept away by the results, for although 1929 has not been an especially active year in construction, receipts of the department in permit fees and licenses amounted in eleven months to \$4872.05, considerably over the expenses and the maximum salary provided for the inspector.

Building permit fees amounted to \$2032.25, less than half of the total, indicating that the building permit figures for the year represent not nearly all of the cost of construction. Electrical permits amounted to \$862.85 and plumbing permits to \$468.85, making a total of \$3,355.95 for all permits. Licenses brought in \$1517, of which \$825 was paid by plumbers and \$692 by electricians.

FRUIT, VEGETABLE OUTLOOK IS BETTER

The present situation in the fruit and vegetable industry shows considerable improvement compared with the same period last year, when prices were low on account of overproduction, according to the report made by S. A. Garrard, president of the American Fruit and Vegetable Shippers' association, to the recent national economic conference.

"The prospects for the first six months of 1930 are encouraging," said he, "on account of moderate crops of the principal commodities."

A. R. Currie of the Western Fruit Jobbers association reported that prices were uniformly good and predicted that they would continue strong.

SHEEP ARE PROFITABLE

A farm flock of sheep is profitable in the Willamette valley with its mild winter climate requiring practically no feeding and little attention.

Aggie Courses Gain New Favor

CORVALLIS, Ore., Dec. 31.—(AP)—The steady decline in registration of students in schools of agriculture since the post war depression has evidently been halted at Oregon State college where a report issued by Dean A. B. Cordley shows an increase of 10 percent this year over last. Every Oregon county but three is represented in the school this year, along with 12 other states and six foreign countries or territories. Five co-eds are taking agriculture, three of whom are majoring in landscape architecture.

MORE TONNAGE SHIPPED UPON RIVER IN 1929

Capacity Cargoes Are Carried by Two Steamers on Portland Trips

Improved conditions for navigation on the Willamette river, brought about through federal appropriations sufficient to permit semi-permanent work and more dredging than ever before, resulted in greatly increased tonnage handled on the river in 1929.

The Salem Navigation company operated two steamers between this city and Portland. The Northwestern, which has been its carrier for several years, had made 124 trips up to late last week, and the Stranger, the new boat, had made 54.

The company's annual report has not been made up, but the average cargo on each trip was approximately 120 tons. The Northwestern has carried as high as 180 tons, so this estimate is probably low. But if it is correct, the total tonnage was 40,720.

In 1928, when navigation of the river was not possible for such a long period, the tonnage handled by the company was \$1,035, of which only \$18,149 was by boat.

Salem folks scarcely realize the extent of this transportation business, because it is out of sight, down on the river. Unless they hear its whistle, few know that the boats are in operation. Yet the Northwestern carries a crew of 23 men, working in two shifts, and the Stranger a crew of 21. The steamers do not appear capable of carrying large cargoes, but their average load is comparable to that of an ordinary length freight train.

Paper from the local mills and the product of the canneries constitutes the greater part of the freight handled on the downstream trip, while a more diversified cargo, including large quantities of groceries for local whole-

AIRPLANE USE GOES FAR WITH ADVENT OF '29

Extensive Flights Attract Public Eye; Great Advance is Seen

WASHINGTON (AP)—Aerial transportation grew in 1929 upon a broad foundation to double its service of 1928.

Development of more speed, comfort, safety and efficiency in airplanes went ahead steadily. Increased use of cabin planes reflected the trend of aviation from sport to the business of transporting passengers and freight.

Remarkable Flights Made

Remarkable round-the-world and trans-Atlantic flights of the Graf Zeppelin, demonstrating the safety and efficiency of the dirigible on long flights, focused attention on lighter-than-air craft. Companies were formed to operate dirigibles in trans-oceanic service with announcement that the largest dirigibles ever built would be used.

Successful tests of the first all-metal dirigible was followed by announcement that a 100-ton metal clad airship would be built for commercial service.

The public stood by in wonder while the world's refueling endurance record was rushed up to 17½ days in the air in a demonstration of the reliability of American engines and airplanes.

Military Field Developed

Military aviation looked on as the commercial field developed into what the war department acclaimed as "a very vital factor in national defense."

Airways, airdromes, communication systems, meteorological services, and night flying beacon systems were pushed on until air transportation brought New York and Los Angeles within 48 hours of each other.

Greater steps were taken by the department of commerce to insure safe aerial transportation over American airways. Requirements of licensed aircraft were made more stringent; qualifications for licensed pilots were tightened; standards for student training were elevated; conditions for approved airports were set up.

The army air corps successfully tested a gyroscopic pilot to keep planes on an even keel through storm and fog. New instruments for blind-flying, tested by the Guggenheim fund for the Promotion of Aeronautics, forecast the solution of adverse weather conditions.

sale firms is brought up from Portland. Capacity cargoes are the rule for both trips.



New Year's Greeting

and a word of appreciation to the citizens of Salem who have made the past year one of the most prosperous in our history.

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