

Every Day Scenes at Salem's Leading Shoe Shop



Secretary of State Handles Vast Number of Claims

The steady increase in the work of the office of Secretary of State is indicated by the number of claims handled for the past three years. While the amount for 1915 is not larger than for 1913, the number of claims is 50 per cent greater. The automobile department also indicates the rapid increase of work.

Claims 1915	Claims 1914	Claims 1913
To Nov. 30	31,276	20,791
Est. Dec.	1,850	1,850
Ind. Acc.	997	997
	34,123	22,838

Amount of Claims 1915	Amount of Claims 1914	Amount of Claims 1913
To Nov. 30	\$3,917,483.63	\$2,471,711.49
Est. Dec.	204,771.49	204,771.49
Ind. Acc.	28,941.35	28,941.35
Trust Funds	1,826.08	1,826.08
	\$4,213,030.55	\$2,907,250.41

Motor Vehicles.
Automobiles, 1915, 23,585; 1914, 16,347; 1913, 13,955; 1912, 10,102.
Motorcycles, 1915, 3,158; 1914, 2,808; 1913, 1,471; 1912, 1,759.
Motor Vehicle Dealers, 1915, 173; 1914, 119; 1913, 1912, 119.
a—includes motorcycle registrations.
b—prior to 1914 dealers not registered.

Where Owned, and Dealers	Cars	Motorcycles	Dealers
Baker	405	27	6
Benton	450	55	4
Chickama	793	74	7
Clatsop	406	45	6
Columbia	128	17	1
Cook	472	49	1
Crook	345	13	4
Curry	29	2	1
Douglas	347	6	3
Gilliam	159	5	2
Grant	104	1	1
Harney	137	1	1
Hood River	239	12	1
Jackson	119	99	0
Jefferson	50	3	1
Josephine	285	70	1
Klamath	440	45	7
Lake	96	11	1
Lane	968	39	1
Lincoln	25	1	1
Linn	539	96	2
Malheur	240	21	1
Marion	1660	232	21
Morrow	205	5	3
Multnomah	8808	1772	47
Polk	554	65	6
Sherman	261	17	2
Tillamook	236	8	1
Umatilla	1291	80	9
Union	547	47	4
Wallowa	203	14	2
Wasco	483	22	6
Washington	629	79	4
Wheeler	65	2	1
Yamhill	673	63	8
Total	23,585	3,158	173

UNIVERSITY OF OREGON

P. L. Campbell, President
This institution was established by the legislature October 19, 1872, and located at Eugene. Dearly Hill, the first University building, was erected by the citizens of Lane county and presented to the board of regents in July 1876. It opened its doors in September of that year, and its first class was graduated in June 1878. The departments of Law and Medicine are located in Portland. Its aim is to supplement the work of the high schools, with a four year university course and to encourage graduate study. It offers the following work: Architecture, Art, Botany, Chemistry, Commerce, Economics, Education, English, Geography, Geology, German, Greek, History, Journalism, Latin, Mathematics, Philosophy, Physical Training, Physics, Political Science, Psychology, Public Speaking, Romance Languages, Zoology, Law, Medicine and Music. The average number of professors and instructors is 82; and of employees not engaged in teaching, 72. Its average monthly pay roll is \$15,000 and the number of students enrolled 1,733.

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* liver the goods. *

SUNDAY ONE DAY ONLY

EMPRESS S. & C. VAUDEVILLE

EDDIE HERON and MADGE DOUGLAS CO.
in a Big Comedy Act

"BIRDS OF A FEATHER," by June McCree

MUSICAL HUNTERS
Instrumental Novelties

MARTYN and FLORENCE
Comedy and Novelty Juggling

SELECTED PICTURE PROGRAM

MATINEE 15c

EVENING 25c

BLIGN
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Willamette Valley Logging Company Building Railroad

If the Willamette Valley Lumber company's logging road in the dense forests above Black Rock in this county was part of a passenger trip it would be world famous for its scenic grandeur. But trains do not travel through forests and on mountain tops any more than is absolutely necessary, and those who would see Oregon's wooded wonderlands in the primeval state must walk the ties or get on the good side of the management to secure permission to ride on the logging engine or cars. The extension of the logging road from Black Rock into the timber was started about three years ago under the direction of Sanford B. Taylor, the company's engineer, who is still in charge of the work. The tracks reach five miles into the heart of the woods, where giant firs and pines cast their sombre shadows over thousands of acres of moss and fern covered lands, lands of which some parts have for countless ages been denied the warming rays of the sun that shines bravely down on the covering of timber during the summer months, and yet does not penetrate the heavy growth.

It is the plan of the lumber company to extend the logging operations into the woods to a distance of 15 miles beyond Black Rock, or 10 miles farther than tracks have yet been laid. In three years five miles of track have been laid, although the crow-fly distance is not nearly five miles, but from this time on it will be difficult, if necessary, to build more than a mile each year. The problems of construction that confront Engineer Taylor are perplexing ones and tax the engineering skill severely to surmount the difficulties that are encountered. In the five miles of road that have been built there are 12 bridges and construction of the next one will be started in January. The maximum grade throughout the length of the road is four per cent, very low considering the topography of the country, where sloping hills, mountain peaks, deep arroyos and many other conditions of surface are encountered. The largest of the 12 bridges now in use is 114 feet high and 650 feet long, built entirely from the first plants out on the building site. The bridge on which construction will start soon is to span Cann creek canyon and will be 108 feet high and 480 feet long. Others of the 12 bridges in use are not so large, but there is none that does not represent a great deal of work. Ali Hallstrom, foreman of construction work, has assembled a worthy crew of workmen and is doing the construction work on the day-labor plan. The crew uses one steam shovel, one drag scraper and one pile driver outfit in its mechanical equipment. The tracks laid by this crew are all of 60 pound steel, and from that it is estimated that very nearly 65,000 pounds of steel have been laid as far as the road has been built. The total investment in the work as it stands today is estimated at \$80,000, and it is obvious that if construction is carried on over 15 miles of investment will reach above \$250,000. The company operates one logging engine, a Shay 55-ton locomotive, over the road that is in use, and makes use of Southern Pacific company rolling stock, except in the case of dump cars, several of which the lumber company is owner.

Some of the heaviest timber in the state is to be found in the hills above Black Rock and the Willamette valley company's road goes through the thickest of it. The permanent camp is at Black Rock, but logging centers are shifted as new timber is opened up. It will take a great many years to exhaust the supply of wood that exists on these hills, and the company is figuring that its investment will be good for a lifetime. The extension to the proposed 15-mile limit will be made only as demanded by conditions, but it is safe to say that at least one mile will be added to the length of the road each year until the limit is reached.—Dallas Observer.

OREGON AGRICULTURAL COLLEGE

W. J. Kerr, President

This college located at Corvallis was originally the Corvallis College under the control of the M. E. church. It was given state aid by the legislature and in 1885 was voluntarily turned over by the church to the state. Its aim "to teach such branches of learning as are related to agriculture and the mechanical arts in order to promote the liberal and practical education of industrial classes in the several pursuits and professions of life." The instructional force is equal to the full time of 137, and the experimental station force is equal to the full time of 45 people. The student enrollment for the 26 weeks course is 1,623, and for the short courses 2,535.

Starting with one building and 35 acres of ground it now has 36 buildings and 340 acres of land, and is crowded for room.

OREGON NORMAL SCHOOL

H. Ackerman, President

Oregon has but one Normal school, this being located at Monmouth. Its function is to train teachers for the public schools of Oregon. Besides the president there are 18 instructors, clerk and registrar and two janitors. The average monthly pay roll is \$2,800.

We Will Have More Surprises for You This Year---PRICE SHOE COMPANY

Mayor White Reviews Year; Is Pleased With Results

(By Harley O. White, Mayor of Salem.)
The past year in Salem in a municipal way has been quiet. The outstanding feature has been the result of municipal construction of sewers and streets. The charter amendment giving the city power to handle this class of work has been a grand success in every way. In all the work done by the city, we have been able to save from 30 to 35 per cent in the cost as well as receiving a better class of improvements than when done by contract.

The city constructed during the past spring, main and lateral sewers in all parts of the city at the minimum cost and was enabled to employ home labor at a time when work was badly needed.

There was about \$12,000.00 spent on sewers, the largest part of which went for labor.

It has been the policy of the city to employ as far as possible on this work, men with families who needed the work in order to make a living.

During the extra dull time last winter and spring, this work kept many a family from dire want when there was virtually no work to be had otherwise.

While conditions are a great deal better this winter, we hope to start the sewer work within a week or so and continue the good work of last season.

The committee on sewers of the city council should be commended for their unselfish work as several members devoted nearly all their time to this work, being on the job personally, day after day, without pay, in order to make it go.

In street work, the city has built several bridges of modern construction, the past year that are models of bridge building and have been built at far less cost than could have been secured by contract work.

The bridge at Center and 14th streets placed an old wooden structure that was past repairing and in a dangerous condition. The city saved on this one bridge

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SUNDAY-MONDAY
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Spaulding Lumber Company Leads Salem's Industries

Among the many manufacturing industries in Salem, the Charles K. Spaulding Logging Company easily leads in importance. Its big mill situated at the foot of Ferry street, is one of the busiest places in the city, and the owners have somehow managed to keep it going steadily throughout the year, in spite of the general dullness of the lumber market.

The mill was formerly the property of A. B. and C. N. Moores and other heirs of J. H. Moores, they operating it under the name of the Capital Lumber Company. It was purchased by the Charles K. Spaulding Company in 1905, since which time it has been enlarged and its capacity increased. At present it cuts 100,000 feet in nine hours.

The company is wide awake and a persistent business getter manufacturing the famous Indiana Silo and a ready made garage that is made in three foot sections, fastened together with bolts and can be put up in a few hours. The company is also planning to make barns in the same way.

All kinds of lumber from rough dimension to the finest finishing is made, and a sash and door factory along with a box factory are run in connection with the mill.

This company furnished the mill work for the addition to the branch asylum at Pendleton, just built, and for the Shattuck school building in Portland.

The company also owns a mill at Newburg with about the same capacity as the one here, it being operated by the company before the mill here was purchased.

The market for its products is about one third local, the balance being sent to California and Utah points, and some to the eastern states.

Its logs are secured partly from the big Luckiamute being driven down the that stream, and brought here by the company's towing steamer. Another source of supply is from the Little Luckiamute, these being delivered over the Salem, Fall City & Western railroad and the timber belt available is practically inexhaustible.

The pay roll is the largest in the city, the average number of employees at the mill being 175, and in addition from 60 to 75 men are engaged in the logging camps. The mill at Newburg employs about the same number, but the logging crews mentioned supply both mills.

The company has cut out much waste, selling its slabs for fuel, this branch alone keeping several teams busy, and delivering 75 to 80 loads a day. From 20 to 30 loads of saw dust daily are sold, this being used by the laundries, the plant at the former brewery and electric light plant. A big electric derrick has recently been installed for loading timbers and the plant is up to the minute in every way. The offices of the company are at Ferry and Front.

Salem's Average Prune Crop Puts \$600,000 in Circulation

Salem's prune crop is one of the things that greases the wheels of the city's business. For two years the crop has been light scarcely more than half, and consequently the running gears of business had to find some of its lubricant elsewhere. As it is the center of the hop industry, so also is Salem the hub from which the spokes radiate in to the prune orchard. The average prune crop of the territory near Salem is about ten million pounds, and the price for the dried product around six cents. This means that in an average year a not very extensive area near the Capital City produces in coin, about \$600,000.

This year owing to several causes the crop was only about half. There is an old saying that "It never rains but it pours" and that is what happened to Salem this year. The hop crop got shot to pieces by the European war, and chased out of the trenches by the hand grenades of prohibition. On top of this, frost almost unheard of in

damaging quantities, got in its work, and gave us a touch again last spring. The principal damage done was however due to other causes.

The result is that last season the prune shipments, fell to about 5,000,000 pounds—and this meant \$300,000 less to those engaged in the industry here. The Oregon prune of commerce, which is the Salem prune, has made a name for itself that is practically world wide.

Germany up to the breaking out of the war was one of our principal customers, but we can no longer reach her. However, the allies are buying freely, and thousands of pounds of prunes ripened on the hills around us, have been or will be consumed in the trenches along the French frontier.

Salem has prospered in spite of the ills of misfortune doubled up on her, and this year with a good hop crop and fair prices, and the purple prune onto his job again she will blossom, ripen and wax fat, for she is happiest when "full of prunes."

Lumber Prices

Are raising and if you intend to build you should start now. We will be glad to give you an estimate on the lumber and mill work for a new house or barn or for repairs of any kind. Save money by building before the lumber market advances.

WE CARRY HARDWOODS

SPAULDING
LOGGING CO.