

was the first mayor of that place, and his popularity was shown by his election to that office, and for a number of years. He was joint senator from Morrow, Grant and Harney counties in the legislature of 1891 and 1892. In 1892 he was a delegate to the national democratic convention which nominated Cleveland for his second term. He retired from active business in Heppner in 1893, and on January 8, following, he received his appointment from the president for the important office of his home. He was confirmed by the senate on the 27th of the same month and he took the oath of office on March 11, following. Mr. Blackman is prominently connected with some of the best secret orders in America, including the Masons, Knights of Pythias and others. He stands particularly high in the order of the Masons. His administration of the office of collector of internal revenue has been highly satisfactory, and since his residence in Portland he has earned the degree of popularity which has been such an important factor in the success he has already attained.

D. R. MURPHY, to his present important position of United States district attorney by President Cleveland on June 12 last. Mr. Murphy belongs to the younger element of the democracy, a faction that especially distinguished itself by the activity of its members in the last presidential campaign. Since his appointment to this important federal position he has distinguished himself both by his remarkable energy in the prosecution of his work and in the satisfactory results obtained by the office under his control—results that have never been credited to the office of any other attorney since it was established at Portland.

Some of the cases prosecuted by Mr. Murphy as United States attorney for this district have been of national importance, and the manner in which they have been handled by him has gained for him the confidence of the people as being the right man in the right place. The most noted of these cases was that of the Chinese smuggling ring in the Republic incident, and the "quadrant" suit (what is known as the Oregon-California case and famous Northern Pacific overlap contention). Extended mention of all these cases was made in The Oregonian, and the people are thoroughly familiar with the good work accomplished by Mr. Murphy in their prosecution.

CHARLES J. SCHNABEL, the present United States assistant attorney for this district, is distinctly a self-made man. The high order of talent which earned for him the recognition necessary to secure the present important office he now holds was the direct result of the close application he gave to his studies during the years that he was fitting himself for the practice of the law, and it was this close application under the adverse circumstances of being compelled to support himself at the same time that gave him much practical insight into the affairs of life that he otherwise could not have obtained until a much later period in his career.

Mr. Schnabel was born in Pittsburgh, Pa., August 17, 1887. He comes from a patriotic family, his father, Robert A. Schnabel, having served with distinction in the Union army, he having been credited to the same regiment with Mr. A. E. Northwick, now one of Portland's best known residents. Mr. Schnabel, sr., left his mother country, Germany, six months after he had graduated from one of the leading universities of the Fatherland, and was disabled in the first battle of Bull Run. With his family he moved to Grand Rapids, Mich., where he successfully launched his first German newspaper in that state. His death was hastened by the wound he received in the army. On account of the death of his father, young Schnabel at an early age was compelled to discontinue his studies in the fitting school he had entered in Indiana. He began life in the business world as a correspondence clerk for the Williamsport Correspondence Company, and Grand Rapids, a position he held for three years. At the same time he was a resident correspondent for several trade and business journals.

Having a desire to continue his studies he removed with his mother and younger brother to Chicago to take advantage of the evening sessions of the leading educational institutions of that city. He did this with the view of being enabled to obtain special instruction in the law branches. He was employed during the day, first as credit man in the wholesale jewelry house of J. J. Johnson, and later he was associated with T. H. Wilcox, second vice-president and manager of the "Palmer" Company. Mr. Schnabel successfully passed a civil-service examination in Washington city, in 1887, and while waiting for the results he was connected with one of the leading law offices of his own work at the time consisting of report writing. Taking advantage of the evening sessions of the law department of the state university, he took the prescribed course, graduating as LL. B. In order to better fit himself for the active career of a lawyer, he took a post-graduate course, a course of study from which he derived much substantial benefit.

During his career in Portland Mr. Schnabel has enjoyed the friendship of some of the best lawyers in the city. He is well known and is highly respected by the community. He has been particularly active in resisting applications for the landing of Chinese on the coast. His active career in the United States attorney's office, his connection with celebrated cases tried in the United States courts of this district, he has been particularly active in resisting applications for the landing of Chinese on the coast. His active career in the United States attorney's office, his connection with celebrated cases tried in the United States courts of this district, he has been particularly active in resisting applications for the landing of Chinese on the coast.

CHAS. J. SCHNABEL
Photo by Davis

brother to Chicago to take advantage of the evening sessions of the leading educational institutions of that city. He did this with the view of being enabled to obtain special instruction in the law branches. He was employed during the day, first as credit man in the wholesale jewelry house of J. J. Johnson, and later he was associated with T. H. Wilcox, second vice-president and manager of the "Palmer" Company. Mr. Schnabel successfully passed a civil-service examination in Washington city, in 1887, and while waiting for the results he was connected with one of the leading law offices of his own work at the time consisting of report writing. Taking advantage of the evening sessions of the law department of the state university, he took the prescribed course, graduating as LL. B. In order to better fit himself for the active career of a lawyer, he took a post-graduate course, a course of study from which he derived much substantial benefit.

STREETS AND SEWERS

THE MUNICIPAL LIMITS.

The Excellent System of Sewers—The Great Main Sewer on the East Side

THE first attempt to organize a street department in the city of Portland was made in 1854. An ordinance approved on April 25 of that year provided for the election of a street commissioner and a city surveyor, the duties of each being fully defined. The practical effort toward the improvement of one of the streets of Front street, from 3rd to 5th, was the first step toward the organization of a surveyor of the streets of the city. This was the first step toward the organization of a surveyor of the streets of the city. This was the first step toward the organization of a surveyor of the streets of the city.

On November 5, 1855, a sidewalk nine feet in width was authorized to be laid on Front street, but it was not until June 9, 1857, nearly two years later, that any attempt was made to improve the street itself, so that heavy traffic could pass over it at all seasons of the year. On the latter date the council ordered First street improved between Jefferson and Ash for a width of 42 feet, and an ordinance was passed at the same time which authorized the improvement of all cross streets from Front to First between Taylor and Ash in the same manner as it was stipulated First street was to be improved.

Front street was for many years Portland's principal business thoroughfare. After the first plank road was laid on one side of this street, the improvements were extended from time to time, and in the latter part of 1855 the west half of the street was planked from C. now Couch, street to the city limit. This plank road was improved from Jefferson south to Montgomery, by grading, graveling and putting down sidewalks on both sides of the street. In 1856 one of the most important improvements of a main thoroughfare leading out of Portland was finished. This was the macadamizing of what has since been known as the White house road by a private corporation. The road started then just as it does today, from Lowell avenue and extended south, but from the avenue north it followed along the bluff adjacent to the low bottom lands and intersected Front street at the junction with Harrison. A toll gate was established by permission of the council, at a point on the road just below the Smith & Watson iron works, the building at that time being occupied by the city.

A large part of the travel into Portland in the early history of the city came over the White house road. As a result of this largely increased travel, Front street in a deplorable condition. On May 12, 1855, the council ordered Front street improved from Morrison south to Harrison, with broken stone macadam, and on August 1, following, the street from Morrison to Plank road was improved with Nicholson pavement. This ordinance was passed over the mayor's veto.

On the following year the same kind of improvement was ordered for Front street from Pine north to C. At that time the street was cut through between Madison and Columbia by a wide and deep gulch, which was always crossed by a bridge which was built on November 7, 1856, the council ordered this gulch to be filled, and the street on this foundation improved with broken stone macadam. This ordinance was passed with favor to the city history of the road. On August 9, 1859, Front street was ordered improved with this pavement from Morrison south to Main, and on September 2, of the same year, this kind of pavement was ordered to be laid on Front street from Main to Madison. Only four years previous this part of the street had been improved with macadam, but in the early history of Portland as it had been developed since that time, broken rock in this climate makes an unsatisfactory street paving where the thoroughfare is frequented by heavy traffic. Wood on blocks, if properly laid, cement and asphaltum make a particularly easy and durable pavement, a pavement which is nearly noiseless, and although the Nicholson pavement on the first streets was laid in a manner as to be satisfactory to the needs of the city for well-laid streets for a period covering many years.

At the end of 1859 Front street was well paved with wood blocks from Madison south to the city limit. In 1857 the wood pavement on this street from Washington to Ash, having seen hard service for a period of 10 years, was taken up and a new pavement of the same kind was laid. In 1858 occurred the memorable June flood, when the waters of the Willamette at Portland reached a height never before recorded, and when Front street from Taylor north was entirely under water. This sounded the death knell of wood pavements on that thoroughfare. The pavement, which had risen with the flood, settled back in its place after the subsiding of the water, and although it was patched up, its life was short, and in 1859 it was replaced from Ash to Madison with the more durable and serviceable Nicholson pavement. This pavement, still in service on this street, but it is now in a bad condition for the heavy traffic which frequents this thoroughfare, and it should be replaced at once.

EXPERIMENTS IN PAVING.

Life of the Old Nicholson Blocks Laid

THE first results of paving with Nicholson blocks in Portland were satisfactory. That portion of Front street between Morrison and Madison was paved with these blocks was in constant use for 11 years. Between Morrison and Washington this same pavement was used for 15 years, and the first pavement laid on Front, on the stretch between Washington and Ash, lasted 10 years. The second Nicholson pavement laid on the stretch between Washington and Ash was in constant use for five years, its short life having been due altogether to the ravages of the flood. Since 1875 no wood pavement has been laid in Portland.

It is doubtful if any of the later pavements laid in this city will give better results than the Nicholson blocks. The old Nicholson blocks, the first of the improvement, of course, being duly considered. Asphalt, vitrified bricks, Belgian blocks, heavy plank and macadam have all been tried here, but there is no one pavement on which the people of

Portland are united today, and a serviceable pavement that can be laid at a moderate cost, and which will stand the test for a series of years is yet to be determined.

The southern extension of Front street, beyond Madison street, received no attention until 1874, when the city council decided to improve the stretch of the street between Madison and Clay with dressed crushed rock, and from Clay to Harrison a covering of broken stone has been put on here within the past year. This was the first work on this part of the street since the first macadam was laid in 1855, it having stood 25 years' continuous traffic.

First street at different times in the history of the city has been planked, paved with wood and Belgian blocks and macadamized. These pavements have all in a certain degree proved unsatisfactory. The stone block is a most signal failure for the paving of any city street. It is the most noisy pavement known, it is hard on all animals drawing loads over it, and its general uneven surface which soon wears into ruts and chokes holes into a serious annoyance to the traveler, which is avoided by better pavements.

Twenty-eight years ago First street, from Vine north to Madison, was paved with wood blocks. When this pavement, after many years' continuous use, was shown the serious effects of wear, the property-owners decided to replace it with a pavement that would never wear out, and the street was paved with Belgian blocks. It was this which has done so much to improve the appearance of the street, and the removal of a number of former large houses on the street to the better-paved thoroughfare of First street, has been largely responsible for the popularity of the street attained at late years.

The following table will show the number of miles of improved thoroughfares within the city limits:

| | Miles. |
|--------------------------------------|--------|
| Graded only..... | 1.0 |
| Macadam..... | 4.6 |
| Gravel..... | 4.6 |
| Plank road..... | 4.6 |
| Brick..... | 7.3 |
| Stone block pavement..... | 4.6 |
| Asphalt and bituminous pavement..... | 4.6 |
| Brick and wood-block pavement..... | 0.1 |
| Total..... | 37.5 |
| Wooden sidewalk..... | 23.9 |
| Cement sidewalk..... | 12.8 |
| Bituminous and asphalt sidewalk..... | 14.3 |
| Total..... | 51.0 |
| Stone crosswalk..... | 1.1 |
| Total..... | 38.4 |

STREETCLEANING.

Effective Work Done by This Department.

THE problem of cleaning the main thoroughfares of Portland is as serious a matter of consideration as it was when the question was first grappled with by the city government in 1854. On June 21 of that year an ordinance was passed which required the owners of property along Front street, between Salmon and Ash, to clean at their own expense the street adjacent to their property, and on sweeping it every Monday during the months of June, July, August, September and October, and in case of any of the property-owners neglecting to keep their portion of the street clean, the street commissioner was directed to employ a man and to collect the amount he might pay out for this work by a suit brought against the delinquent property-owner, before the city recorder. This ordinance was the first step toward the street-cleaning operations extended through the winter months. The former ordinance was amended so as to provide for the cleaning of Front street throughout the year. In 1856 a new ordinance was passed which required the owners to clean all improved streets in front of their premises on Saturday of each week throughout the year. There was some trouble in enforcing the terms of this act of the council, and between 1856 and 1883 there were no less than five different ordinances passed with the special object in view of putting into effect an act governing streetcleaning, the terms of which were enforced. The results of all these efforts, however, were unsatisfactory, and on May 4, 1883, the initiative was taken in imposing the cost of cleaning the streets on the municipal government. On that day an ordinance was passed which authorized the city engineer to contract with the committee on streets to make a contract with some responsible party for cleaning Sixth street, and on September 21 following a contract was authorized by the council which authorized for cleaning all the improved streets of the city east of Fourth street. This ordinance further provided that all streets east of Third, between Market and Glisan, paved with stone blocks, Nicholson or plank should be cleaned each week, and all other streets in the district to be cleaned regularly once a week. On the 12th day of the following October an ordinance was passed which authorized a contract for the cleaning of all street crossings in the city, except those in the district covered by the former contract. This innovation called for a storm of opposition, and on the 13th day of the same month the ordinance authorizing these contracts were repealed, and the former plan of requiring the property owner of the property to clean the part of the street adjacent to him was again put in force.

On December 21, 1883, the council finally decided to take the matter of cleaning the streets directly into its own hands, and on that day an ordinance was passed which authorized the purchase of 10 dirt carts, together with the necessary horses and implements to allow the work to be done properly. It also authorized the employment of a suitable number of men who should be under the direct control of a superintendent, and it stipulated that this force should clean all the improved streets of the city. The same authority for the purchase of the necessary plant was given. From this small beginning Portland's efficient department of streetcleaning and sprinkling has grown. The department at the present time is under the management of T. D. Brant, the superintendent, and his office is appointed from the mayor. The department is managed in an economical manner as being a part of the large territory covered by the streetcleaning department it is giving excellent results.

THE SEWERAGE SYSTEM.

The Great System of Sewers on the East Side.

SEWERS worthy of the name were built in Portland until the late 1850s. Immediately after securing his diploma he took up the study of engineering. He commenced at the bottom, like most successful men, but it did not take him long to prove his ability in his chosen profession, and for many years past Mr. Gradon has been actively engaged in general engineering and surveying, and he has frequently been called into consultation by some of the best-known engineers of the coast. He has maintained an office in this city for several years past, and during this time he has directed some of the most important works in the city, and he is now in charge of the sewerage system of the city.

Mr. H. D. GRADON was born in this city in 1855. He received his education in Portland, having graduated from the high school here in 1875. Immediately after securing his diploma he took up the study of engineering. He commenced at the bottom, like most successful men, but it did not take him long to prove his ability in his chosen profession, and for many years past Mr. Gradon has been actively engaged in general engineering and surveying, and he has frequently been called into consultation by some of the best-known engineers of the coast. He has maintained an office in this city for several years past, and during this time he has directed some of the most important works in the city, and he is now in charge of the sewerage system of the city.

many of them were connected with the city government, and he has been a member of the city council for a number of years. He has been a member of the city council for a number of years. He has been a member of the city council for a number of years. He has been a member of the city council for a number of years.

The second terra cotta sewer pipe laid in Portland extended up Pine street from the river bank to within 100 feet of the west line of Fifth street. No other system of sewer pipes has ever been adopted on the west side of the river, but owing to the favorable location of the districts on the west side this has never been necessary. Each street of this district from Glisan to Harrison is covered by a terra cotta sewer pipe extending back from the river to a point where the slope of the city towards the river is such that the sewer can be laid on a grade. The sewer pipe is laid on a grade, and the sewer can be laid on a grade. The sewer pipe is laid on a grade, and the sewer can be laid on a grade.

The growth of Portland is shown by the following statement of the gross receipts of the local postoffice for each year from 1850 to the present time:

| Year | Gross Receipts |
|------|----------------|
| 1850 | \$2,000 |
| 1851 | \$2,500 |
| 1852 | \$3,000 |
| 1853 | \$3,500 |
| 1854 | \$4,000 |
| 1855 | \$4,500 |
| 1856 | \$5,000 |
| 1857 | \$5,500 |
| 1858 | \$6,000 |
| 1859 | \$6,500 |
| 1860 | \$7,000 |
| 1861 | \$7,500 |
| 1862 | \$8,000 |
| 1863 | \$8,500 |
| 1864 | \$9,000 |
| 1865 | \$9,500 |
| 1866 | \$10,000 |
| 1867 | \$10,500 |
| 1868 | \$11,000 |
| 1869 | \$11,500 |
| 1870 | \$12,000 |
| 1871 | \$12,500 |
| 1872 | \$13,000 |
| 1873 | \$13,500 |
| 1874 | \$14,000 |
| 1875 | \$14,500 |
| 1876 | \$15,000 |
| 1877 | \$15,500 |
| 1878 | \$16,000 |
| 1879 | \$16,500 |
| 1880 | \$17,000 |
| 1881 | \$17,500 |
| 1882 | \$18,000 |
| 1883 | \$18,500 |
| 1884 | \$19,000 |
| 1885 | \$19,500 |
| 1886 | \$20,000 |
| 1887 | \$20,500 |
| 1888 | \$21,000 |
| 1889 | \$21,500 |
| 1890 | \$22,000 |
| 1891 | \$22,500 |
| 1892 | \$23,000 |
| 1893 | \$23,500 |
| 1894 | \$24,000 |
| 1895 | \$24,500 |
| 1896 | \$25,000 |
| 1897 | \$25,500 |
| 1898 | \$26,000 |
| 1899 | \$26,500 |
| 1900 | \$27,000 |
| 1901 | \$27,500 |
| 1902 | \$28,000 |
| 1903 | \$28,500 |
| 1904 | \$29,000 |
| 1905 | \$29,500 |
| 1906 | \$30,000 |
| 1907 | \$30,500 |
| 1908 | \$31,000 |
| 1909 | \$31,500 |
| 1910 | \$32,000 |
| 1911 | \$32,500 |
| 1912 | \$33,000 |
| 1913 | \$33,500 |
| 1914 | \$34,000 |
| 1915 | \$34,500 |
| 1916 | \$35,000 |
| 1917 | \$35,500 |
| 1918 | \$36,000 |
| 1919 | \$36,500 |
| 1920 | \$37,000 |
| 1921 | \$37,500 |
| 1922 | \$38,000 |
| 1923 | \$38,500 |
| 1924 | \$39,000 |
| 1925 | \$39,500 |
| 1926 | \$40,000 |
| 1927 | \$40,500 |
| 1928 | \$41,000 |
| 1929 | \$41,500 |
| 1930 | \$42,000 |
| 1931 | \$42,500 |
| 1932 | \$43,000 |
| 1933 | \$43,500 |
| 1934 | \$44,000 |
| 1935 | \$44,500 |

The great sewerage system of the city has been established in the districts on the east side of the river. There are four subdivisions on the East Side. The Russell street sewer drains all that territory extending from the river back to Union avenue, and reaching from Sacramento to Russell streets. The main sewer on Russell street is a terra cotta pipe. It was laid prior to the consolidation of the three former municipal governments of Albina, East Portland and Portland into a single city under the corporate name of Portland. Lateral sewers reach from the main sewer on Russell street along most of the cross streets. Between Sacramento and Hancock streets there is a small territory which is not provided with sewers. The topography of this district especially discourages the establishment of an efficient system of sewers, as the expense of laying sewers here would be very great, but the slopes of this district afford good drainage and the absence of sewers with the scattered population here has never resulted in any great or serious sanitary conditions.

The Holland avenue sewer district embraces all that territory extending back from the river to 100 feet east of East Street, and reaching from Union avenue and Hancock streets. The main sewer on Holland avenue is a terra cotta pipe. It was laid prior to the consolidation of the three former municipal governments of Albina, East Portland and Portland into a single city under the corporate name of Portland. Lateral sewers reach from the main sewer on Holland avenue along most of the cross streets. Between Union and Harrison streets there is a small territory which is not provided with sewers. The topography of this district especially discourages the establishment of an efficient system of sewers, as the expense of laying sewers here would be very great, but the slopes of this district afford good drainage and the absence of sewers with the scattered population here has never resulted in any great or serious sanitary conditions.

The first postoffice here was established November 8, 1850. The building occupied as a post office was shown by the accompanying illustration was of logs and stood on the site now designated as Front and Washington streets. Thomas Smith was the first postmaster. For the first 25 years after the establishment of a post office at this point, its location was changed with every new appointment of a local postmaster. The varying sites selected ranged all along the river front from Stark to Taylor streets. Postmaster Smith was succeeded in 1852 by Edwin B. Confort, who immediately moved the post office headquarters to his store, located on the corner of Front and Taylor streets. One year after the office was removed to 18 street, on the corner of Front and Stark streets and it was placed in charge of John O. Waterman as postmaster. Waterman was succeeded a few months later by Alonzo Leelan, who removed the office up to this time had not been onerous, and in place of the numerous windows for general delivery, divided according to the importance of the respective letters from A to Z, the mail was safely made the establishment of the office was kept in a single clear-box, which was open to everybody who might call to look over the letters it contained.

In 1851 Adam Shipley was appointed postmaster, and he took charge of the office in November, 1851. He at once removed the office to the northeast corner of First and Morrison streets. It had scarcely been located here, however, before it was again moved to the west side of Front street, between Washington and Stark. Mr. Shipley enjoyed the distinction of keeping the postoffice in one location for the unprecedented term of 25 years, when he again made a change and took up quarters on the same street at a site midway between Alder and Washington.

In July, 1881, after Portland had begun to assume the importance of a considerable trading point, Herman W. Davis received the appointment to the postmaster's office. Mr. Davis made his headquarters at the corner of Front and Stark streets, and he remained until the appointment of his successor, E. G. Randall, in 1885. Mr. Randall located his office at the northwest corner of First and Alder streets. Under J. R. Winkfield, who succeeded Mr. Randall in 1885, the office was removed to 18 street, between Front and Stark, and his successor, E. G. Randall, in 1885. Mr. Randall located his office at the northwest corner of First and Alder streets. Under J. R. Winkfield, who succeeded Mr. Randall in 1885, the office was removed to 18 street, between Front and Stark, and his successor, E. G. Randall, in 1885. Mr. Randall located his office at the northwest corner of First and Alder streets.

Successor Mr. Winkfield as postmaster came in succession George E. Cole, appointed March 11, 1893; George A. Steel, appointed October 21, 1893; C. W. Roby, appointed December 1, 1893; George B. Steel, appointed for a second term, April, 1896; and E. C. Protzman, who received his appointment from President Cleveland on May 1 last.

It was during Mr. Steel's first term of office that the free-delivery service was established. In 1879 the government designated Portland as a free-delivery city, and a free-delivery force, consisting of five men, was organized. This force was subsequently increased, and today connected with the free-delivery department there is a well-disciplined force of 28 carriers. The entire postal force at Portland consists of 110 men. For many years after the municipalities of East Portland and Albina were formed, postoffices separate from the office in Portland proper were maintained in each of these towns. These districts were the Willamette, when a fleet which once numbered 500 ships,

office of superintendent of streets of Portland. He was re-elected to the same office at the last election in June. In a growing city like Portland, the selection for this important office is always carefully made. Great responsibility rests on the superintendent of streets in the preparation of plans and specifications for the construction, improvement or repair of all public streets, parks, bridges and sewers, and he is held accountable for the execution and acceptance of all this work by the



H. D. GRADON

municipality. Mr. Gradon enjoys both the full confidence of the city and of the people with whom he has long done business, and he is regarded as a particularly efficient official.

POSTAL FACILITIES.

A Well-Organized and Thoroughly Disciplined Department.

PORTLAND'S first postoffice, modest as it was in appearance, was in harmony with the general style of architecture adopted in the erection of the postoffice building. The structure, which graced the streets of the village before 1850. The improvement of the postal facilities for the transportation of mail afforded the Portland people in those days may be better understood from the statement

consolidated into one municipality under the name of Portland, the postoffices in both East Portland and Albina were discontinued, and they were made stations of the Portland office, with local superintendents in charge of each. Each of these stations today controls its own special delivery clerks.



PORTLAND'S FIRST POSTOFFICE.

that the first regularly organized United States mail reached the village January 26, 1850, by the brig Sequin, Z. O. Norton, captain, and that this mail was the accumulation of one year's letters and papers which had been held at San Francisco awaiting an opportunity to be shipped north by some coasting vessel coming this way.

The first postoffice here was established November 8, 1850. The building occupied as a post office was shown by the accompanying illustration was of logs and stood on the site now designated as Front and Washington streets. Thomas Smith was the first postmaster. For the first 25 years after the establishment of a post office at this point, its location was changed with every new appointment of a local postmaster. The varying sites selected ranged all along the river front from Stark to Taylor streets. Postmaster Smith was succeeded in 1852 by Edwin B. Confort, who immediately moved the post office headquarters to his store, located on the corner of Front and Taylor streets. One year after the office was removed to 18 street, on the corner of Front and Stark streets and it was placed in charge of John O. Waterman as postmaster. Waterman was succeeded a few months later by Alonzo Leelan, who removed the office up to this time had not been onerous, and in place of the numerous windows for general delivery, divided according to the importance of the respective letters from A to Z, the mail was safely made the establishment of the office was kept in a single clear-box, which was open to everybody who might call to look over the letters it contained.

In 1851 Adam Shipley was appointed postmaster, and he took charge of the office in November, 1851. He at once removed the office to the northeast corner of First and Morrison streets. It had scarcely been located here, however, before it was again moved to the west side of Front street, between Washington and Stark. Mr. Shipley enjoyed the distinction of keeping the postoffice in one location for the unprecedented term of 25 years, when he again made a change and took up quarters on the same street at a site midway between Alder and Washington.

In July, 1881, after Portland had begun to assume the importance of a considerable trading point, Herman W. Davis received the appointment to the postmaster's office. Mr. Davis made his headquarters at the corner of Front and Stark streets, and he remained until the appointment of his successor, E. G. Randall, in 1885. Mr. Randall located his office at the northwest corner of First and Alder streets. Under J. R. Winkfield, who succeeded Mr. Randall in 1885, the office was removed to 18 street, between Front and Stark, and his successor, E. G. Randall, in 1885. Mr. Randall located his office at the northwest corner of First and Alder streets.

Successor Mr. Winkfield as postmaster came in succession George E. Cole, appointed March 11, 1893; George A. Steel, appointed October 21, 1893; C. W. Roby, appointed December 1, 1893; George B. Steel, appointed for a second term, April, 1896; and E. C. Protzman, who received his appointment from President Cleveland on May 1 last.

It was during Mr. Steel's first term of office that the free-delivery service was established. In 1879 the government designated Portland as a free-delivery city, and a free-delivery force, consisting of five men, was organized. This force was subsequently increased, and today connected with the free-delivery department there is a well-disciplined force of 28 carriers. The entire postal force at Portland consists of 110 men. For many years after the municipalities of East Portland and Albina were formed, postoffices separate from the office in Portland proper were maintained in each of these towns. These districts were the Willamette, when a fleet which once numbered 500 ships,

GRATON & KNIGHT MFG CO.



Manufacturers of Leather Belting

AND

... LACING ...