was the first mayor of that place, and his popularity was shown by his election to that office for four successive terms. He was joint senator from Morrow, Grant and Harney counties in the legislature of 1381 and 1801. In 1882 he was a delegate to the national democratic convention which nominated Cleveland for his second term. He retired from active business in Hepp-ner in 1892, and, on January & follow-lar to received his apprehengent from the ing, he received his appointment from the president for the important office he now holds. He was confirmed by the senate on the 17th of the on the 17th of the same month and he tool

the eath of office on March 14, 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 col-lector of internal revenue has been high-ly satisfactory, and since his residence in Portland he has earned the degree of popularity which has been such an im-portant factor in the success he has alrendy attained.

D. R. MURPHY.

D. R. Murphy was appointed to his pres-ent important position of United States district attorney by President Cleveland on Jone 13 last. Mr. Murphy belongs to the younger element of the democracy, a the younger element, of the bootstay, a faction that especially distinguished itself by the activity of its members in the last presidential campaign. Since his appoint-ment 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 district attorney since it was stablished at Portland.

Some of the cases prosecuted by Mr. Murphy as United States attorney for this



D.R. MURPHY.

district have been of national importance, 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 Chinesemuggling ring. Haytian Republic includent, and the "quadrant" suit (what is known as the Oregon & California case the Oregon & Oregon & Oregon & Oregon 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

Hon. 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 bolds was the direct result of the close appli-cation he gave to his studies during the cation 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 name time that gave him much practical insignt 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 Pittsburg Pa

Mr. Schnabel was born in Pittsburg. Pa. August 17, 1867. He comes from a patri-otic family, his father, Robert A. Schnabel, having verved with distinction in the Union army, he having been credited to the same regiment with Mr. A. E. Borthwick, 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 symmatums of the Faderland. He was disabled in the first battle of Bull Run. With his family be moved to Grand Rapids, Mich. where he successfully launched the 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 corresponding clerk for the Widdicomb Furniture Company, of Grand Rapids, a position he held for three years. At the same time he was a resident correspondent for several trade and other journals.

Having a desire to continue his studies he removed with his mother and younger ther country, Germany, six me



CHAS J. SCHNABEL

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 higher branches. He was omployed during the diay, first as credit man in the wholesale jewelry house of J. P. Johnson & Co., and later he was associated with T. H. Wickes, second vice-president and manager of the Puliman Company. After having successfully passed a civil-service examination in Washington city, in 1857, and awaiting his turn for an appointment, he concluded to come West, with Portland as his objective point. He reached this city in 1888, Here he became connected with one of the leading law offices, his other work at the time consisting of court reporting. Taking advantage of the examing 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 past-graduate course, a course of study from which he derived much substantial benefit.

During his career in Portland Mr. Schnabel has enjoyed the friended by the late Judge Deady, the celebrated constitutional lawyer and able lurist, and the counsels of this instinguished man have proved invaluable to Mr. Schnabel in the particle of his profession. He also received substantial assistant United States autorney for this district, he has been particularly active in resisting applications for the landing of Chinese on writs of habeas corpus. This activity on the part of Mr. Schnabel has resisted in the Partical abandonment of the efforts to land Chinese by this method in Portland.

Mr. Schnabel has earned a proud name since he was appointed to his present office, and he enjoys the full confidence of the government officials and the pathicallike in his efforts to see that the laws of the country are rigidly enforced.

## STREETS AND SEWERS

MILES OF PAVED STREETS WITHIN THE MUNICIPAL LIMITS.

The Excellent System of Sewers-The Great Main Sewer on the Enst Side



HE first attempt to or-ganize a street department in Portland was in 1854. An ordinance approved on April 25 of that year provided for the election of a street comnissioner and a city surveyor, the duties of each being fully lefined. The first practical effort toward the improvement of one of the streets of the city was the au-thorization of a sur-

vey granted by the ommon council on June 2 following. This contemplated improvement was to over that part of the street from Madion north to Vine. On the 27th day of the following July an ordinance was passed which provided for the planking of the west side half of Front street from Taylor to Oak and the laying of sidewalks along to tak and the laying of statewalks along this part of that thoroughfare. The side-walks, it was stipulated, should be nine feet in width and the planking for the roadway called for the use of planks three inches thick. While certain parts of Portland's main street had been im-proved in a way before that time, this was the first improvement authorized by was the first improvement authorized by the common council and it was the first general street work done in the village. On November 5, 1855, a sidewalk nine feet in width was authorized to be laid on First street, but it was not until June 9 1857, nearly two years later, that any at tempt was made to improve the street itself so that heavy fraffic 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 42 feet, and an ordinance was passed at the same time which au-thorized the improvement of all cross streets from Front to First between Salmon and Pine in the same manner as it was stipulated First street was to be im-

Front street was for many years Port-land's principal business thoroughfare. Front was the first street improved by the city and the planking of that portion of this street extending from Columbia to Lincoln was among the last notable street improvements made in this city Montgomery, by grading, graveling amputting down sidewalks on both sides of the street. In 1863 one of the most important undertakings in the matter of general improvement of a main thorough fare leading out of Portland was unished This was the macadamizing of what has since been known as the White hous 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 land and intersected Front street at its junc-tion with Harrison. A toll gate was es tablished by permission of the council, a tablished 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 state penitentiary. 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 after was soon in a deployable con-Front street was soon in a deplorable con dition. On May 12, 1885, the council or dered Front street Improved from Morr son south to Harrison, with broken stor (macadam), and on August 15, following the street from Morrison to Pine was or-dered improved with Nicholson pavement. This ordinance was passed over the may-

r's veto. On the following year the same kind o improvement was ordered laid on 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 had always been crossed by a bridge which spanned it. On November 7, 1866, the council ordered gulch to be filled, and the street or foundation improved with broker rock. Nicholson pavement eventually me with favor in the early history of Port-land. On August 9, 1809, Front street was ordered improved with this pavement from Morrison south to Main, and on Sec. tember II, of the same year, this same 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 macadem, but in the early history of Portland as has been developed since that time, brok en rock in this climate makes an unsatis factory street paving where the thorough fare is frequented by heavy traffic. Wood en blocks, if properly had in cement and asphaltum make å particularly easy and durable payement, a payement which is nearly noiseless, and although the Nicholson pavement on the first streets was rather indifferently laid, it answered the needs of the city for well-kept streets for

a period covering many years. At the end of 1869 Front street was well paved with wood blocks from Madison sorth to Couch street, practically the en tire length of the city. In 1875 the wood pavement on this street from Washing-ton to Ash, having seen hard service for a period of 10 years, was taken up and . new pavement of the same kind relaid. In 1876 occurred the memorable June flood, when the waters of the Willamette at Portland reached a height never before corded, and when Front street from Taylor north was entirely under water This sounded the death knell of wood pavements on that thoroughfare. The payement, which had risen with the flood settled back in its place after the subsi-dence of the waters, but it was a broken mass of wood blocks, and although it was patched up, its life was short, and in 1880 it was replaced from Ash to Mad-lson with the more noisy but serviceable Belgian blocks. This pavement is still service on this street, but it is now had 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

Here. Here.

HE first results of paving with Nicholson blocks in Portland were satisfactory. That portion of Front street between Morrison and Madison paved with these blocks was in constant use for 11 years. Between Morrison and Washington the same payment were ton this same payement were for 15 years, and the first payement laid on Front, on the stretch between Washington and Ash, lasted 10 years. The second Nicholson pavement laid on the street be-tween Washington and Ash was in constant use for five years, its short life hav ing been due altogether to the ravages of the flood. Since 1878 no wood pavement

Yambill street, between Third and Second. has been laid in Portland.
It is doubtful if any of the later pavements laid in this city will give better re suits than were obtained from the old Nicholson blocks, the first cost of the im-provement, of course, being duly considered. Asphalt, vitrified bricks. Beigian blocks, heavy planking and macadam had been laid on several different streets. has directed some of the most important had directed some of the most important on the directed some of the state.

These drains were primarily intended to one pavement on which the people of carry off the surface water only, but

with the exception of a small patch on

Portland are united today, and a service-able pavement that can be laid at a mod-erate cost, and which will wear success-fully for a series of years is yet to be de-

ermined on.
The southern extension of Front street, beyond Madison street, received no at-tention until 1882. In that year the part of the street between Madison and Clay was dressed with 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 done on this part of the street since the first

macadam was laid in 185, it having stood 29 years' continuous traffic. First street at different times in the history of the city has been planked, paved with wood and Belgian blocks and mac-adamized. These pavements have all in a certain degree proved unsatisfactory.

The stone block is a most signal failure for the paving of the streets of any city. It is the most noisy pavement known, it is hard on all animals drawing loads over is dard of all animals drawing lands over it, and its general uneven surface which soon wears into ruts and chuck holes im-parts a careless oppearance to the street 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 varies continuous use bearn to many years' continuous use, began to show 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 doubtless been largely responsible for the unpopu-larity the street has attained of late years and the removal of a number of former large houses on the street to the better-paved thoroughfare of Third. The matter of improving First street is once more claiming attention, and it is not impos-sible that this year may note the improve-ment of the street with the same class of wood blocks that were first laid on the thoroughfare 28 years ago, only that the blocks will be laid this time in a way that will insure their giving better ser-vice than they did before. The general advantages claimed for wood blocks as a pavement are that the surface of such a pavement is smooth, heavy traffic passing over it makes little noise, it affords a firm footing for horses, and is easy on their feet. Its lasting qualities are good, and the moderate cost of first laying these blocks especially recommends their use. Moreover, the principal materials used in paving a street with wood blocks are the products of home factories, and the favorable outcome of an attempt made here to create a demand for wood blocks for street-paving purposes would build up an industry which would be of considerable importance to the city.

ber of miles of improved thoroughs within the city limits:	
	Hes.
Graded only	65.0
Marudam	
Macadam	40.3
Plank roadway	9.7
Bridging	9.7
Stone block pavement	4.6
Asphalt and bituminous pavement	537
Brick and wood-block pavement	0.7
	-
Total	371.5
Wooden sidewalk	
Cement sidewalk	13.5
Bituminous and asphalt sidewalk	140.1
Testal	245
TOTAL	145.4
Stone opposed He	67.1
Total. Wooden crosswalk	1.1
Total	28.4
	-
STREETCLEANING.	

Effective Work Done by This Department.
HE problem of cleaning the

main thoroughfares of Portland is as prelific a matter of con-tention as it was when the question was first grappled with by the city government in 1856. On June 21 of that year an ordinance became effective which required the owners of TE between Salmon and Ash, to clean at their own expense the street adjacen; to their premises by scrap-ing and 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

sioner was directed to clean the same 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 evidently worked well, as in 1860 the com mon council determined to have the streetcleaning operations extended through the winter months. The former ordinance was imended so as to provide for the cleaning of Front street throughout the year. 1886 a new ordinance was passed which required the owners to clean all improved streets in front of their premises on Sat-urday of each week throughout the year There was some trouble in enforcing the terms of this act of the council, and be tween 1866 and 1883 there were no less than five different ordinances passed with the special object in view of putting into ef-fect an act governing streetcleaning, the terms of which could be enforced. The results of all these efforts, however, were unsatisfactory, and on May 4, 1882, the in-itiative was taken in imposing the cost of cleaning the streets on the municipal gov ernment. On that day an ordinance was passed by the council which authorized the committee on streets to make a con tract with some responsible party for cleaning Sixth street, and on September 21 following a contract was authorized by the council which provided for cleaning all the improved streets of the city east of Fourth street. This ordinance provided that all streets east of Third, be tween Market and Glisan, paved with stone blocks, Nicholson or plank should be cleaned twice each week, all other streets in the district to be cleaned regularly once a week. On the 12th day of the following October an ordinance was passes which authorized a contract for the clean ng of all street crossings in the city, ex cept those in the district covered by the former contract. This innovation called for a storm of opposition, and on the 15th day of the same month the ordinances authe former plan of requiring the owner or occupant 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 ecided 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 aplements to allow the work to be don properly. It also authorized the employ-ment of a suitable number of men who should be under the direct control of a aperintendent, and it stipulated that this orce should clean all the improved streets of the city. The sum authorized for the urchase of the necessary plant was \$600. 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 J. D. Draw. The superintendent holds his office by appointment from the mayor. The department is managed in as economical a manner as possible, and with 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. O SEWERS worthy of the name

any city on the coast.

The second terra cotta sewer pipe laid in Portland extended up Pine street from the river back to within 100 feet of the west line of Fifth street. No definite system of rewer 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 tills has never been necon the west side time has hever 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 is towards Tanner creek on the west. In Tanner-creek guich there has been laid a large brick and stone sewer, which begins at a point 399 feet above the Jef-ferson-street entrance to the City Park, and which discharges its contents into

the Willamette river at a point opposite the intersection of Pettygrove and Front streets. Into this main sewer all the territory of the city west of Tanner-creek guich, south of Pettygrove and east of Fwenty-first street, is drained. All the territory in the municipal limits west of Ewenty-first street and north of Washngton is drained into the Johnson-creek sewer, which starts at a point just above the Washington-street entrance to the City Park, and emptics its contents into the Willamette just above the boneyard This newer was originally built entirely of brick, but this was against the re-ommendations of the superintendent of streets, who had prepared the plans for streets, who had prepared the plans to this work. The use of stone blocks in the construction of the sewer would have added somewhat to the first cost, but the work would have been permanent after it was once completed. Under a mistaken idea of economy the stone blocks provided idea of economy the stone blocks provided for in the plans of the street superintendent were discarded by the council, and brick were substituted in their place. The result was that the general fund of the city was relieved of \$10,000 during 1894 to put in a stone bottom of stone blocks along the entire course of the sewer, the brick bottom having almost entirely worn. brick bottom having almost entirely worn

In the southern part of West Portland are three sewers of brick and stone. These run through Marquam's gulch and the gulches of Woods street and Thomas crosk, and they draft all the large ter-ritory adjacent to those depressions. The entire part of the city west of the Willamette has every advantage of good sewers and all of this district is thor-

The great sewerage system of the city has been established in the districts or the east side of the river. There are fou subdivisions on the East Side. The Rus-sell-street sewer drains all that territory extending from the river back to Union avenue, and reaching from Sacramento to Russell streets. The main sewer or Russell street is a terra cotta pipe. I was laid prior to the consolidation of the three former municipal governments of Albina, East Portland and Portland into single city under the corporate name Portland. Lateral sewers reach from e main sewer on Russell street along nost of the cross streets. Between Sacra mento and Harcock 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 sawers, as the expense of laying sewers here will be very great, but the slopes of this dis-trict afford good drainage and the ab-

triet afford good drainage and the absence of sewers with the scattered population here has never resulted in any great inconvenience to residents.

The Holladay-avegus sewer district embraces all that territory extending back from the river to 100 feet east of East Twelfth street, and letween Holladay avenue and Hancock street. The main sewer on Holladay avenue is constructed of brick, and it is now laid to the east line of East Eleventh street. Laterals are laid along most of the cross streets of this distret, and the district is practically all covered with sewer pipes. A pipe sewer drains all the territory A pipe sewer drains all the territory between Holladay avenue and Sullivan's gulch, and it reaches as far cast as East Twelfth street. This, district is sparsely settled, and but few laterals have yet

settled, and but few laterals have yet been extended along the cross streets. The East Oak-street sewer system is an extensive one on the East Side. All the territory between Sullivan's guich the territory between Sullivan's guich a local Nasby, the varying sites selected ranging all along the river front from ranging all along the river front from nearly \$4000 more than was ever taken in nearly \$4000 m and East Stark street is included within this district and it reaches to the East—
ern boundary line of the city. The sewer pipes of this system, at the present time, however, do not extend beyond East Sixteenth street. The system as far as completed consists of a brick and stone sewer which starts on East Oak streets, where this street seekes the river intent from the postal that street, where this street seekes the river intent from the postal that streets where this streets and it was removed to the streets and it was placed in 1852 by Edwin B. Combot the postal the total of 3.6,3.6.2... In great they reached the total of 3.6,3.6.2... street, where this street reaches the river and extends out to the intersection of East Oak and East Third streets. Thence it extends along East Third street to East Davis. Emptying into this main sewer are terra cotta laterals reaching out are certa cotta interats reaching our cach cross street from East Oak to East Davis, as far as East Sixteenth street. The Asylum-creek district extends from East Stark street south to Division street, and east to the city boundary line

This is the great sewerage system of the East Side. The big brick and stone sewer main of this system starts from the foot of East Alder street at the river's edge, and following a circuitous route it finally issummates at the intersection of East Thirty-fifth and East Yambill streets. This is the largest sewer in the city. It is circular in form with a clear diameter of \$1 inches at the mouth, and \$2 inches at its eastern terminus. Its total length is about two and one-half miles. But few is about two and one-nair mies. But few laterals have as yet been laid to connect with this main sewer. This will provide ample facilities for draining all the vast territory the sewer is intended to cover, even when the district is solidly built up. and with proper care taken in its co struction it is a permanent improvement that will never show any serious effects

Some day it will be necessary to run a large sewer main up Sullivan's guich to afford a drainage outlet for a large dis-trict now sparsely settled, and which is without sewerage connection. This gulch affords an ideal route for a large sewer pipe, and as the city increases in popu-lation it will become one of the principal drainways of that part of Portland on

the east side of the river.

The sewerage system of the city at the present time consists of 10.05 miles of brick and stone sewers, ranging in diameter from 36 to 90 inches, and 75.13 miles of pipe sewers of diameters varying from eight to 24 inches. Within the municipal limits are 1402 catch basins connected with these sewers. These basins afford connection with the sewers to carry gway the surface water of the city. The sewer-age system of the city is sufficiently well developed at the present time to answer the demands of a place of Portland's por station, and with the principal main ers all laid this system can be extended as the population increases at a trifling expense, compared to the first cost of laying these large sewer mains.

H. D. GRADON. H. D. GRADON.
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 1876. Immediately after securing his diploma he took up the study of engineering. He commenced at the botof engineering. He commenced at the bot-tom, like most successful men, but it did o SEWERS worthy of the name were built in Portland until the street and other improvements were far advanced. In 1571 a sewer of terra cotta pipe, 15 inches in diameter, was laid from the river to a point 57 feet west of the west line of Fifth street. Prior to that time a name of the best-prior to that time the street was a name of the seat was name of

many of them were connected with private residences and they served the double purpose of carrying off both the excess water from the heavy rains and also can always amount of sewerage. One of the most serious difficulties the city ever had to contend with was the trouble experienced to severally a property converse in even less than the preparation of the conversions of the converse. contend with was the trouble experienced in compelling property-owners in even some of the swell residence districts to make proper sewer connections with their houses. The old wooden drains for many years were disease-breeding receptacles of fifth, but these have all happily been replaced with as fine and as complete a system of sewers as has been adopted by any city on the creat.



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

pearance, was in harmony with the general style the few log structures graced the streets of the village be-



POSTAL FACILITIES. Well-Organized and Thoroughly Disciplined Department.

> ORTLAND'S STREET ns it was in ap-

PORTLAND'S FIRST POSTOFFICE.

that the first regularly organized United | short time over the railro

tood on the site now designated as Front

and Washington streets. Thomas Smith was the first postmaster. For the first X years after the establishment of a post-

streets and it was placed in charge of

John O. Waterman as postmaster. Water-

man was succeeded a few months later by Alonzo Leland. The duties of the of-

ice 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 for months after

the establishment of the office was kept

in a single clear-box, which was open to everybody who might call to look over

In 1854 Adam Shipley was appointed postmaster, and he took charge of the office in November, 1854. 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 distinc-tion of keeping the postoffice in one loca-

ion for the unprecedented term of two

years, when he again made a change and

took up quarters on the same street at a site midway between Alder and Washing

In July, 1861, after Portland had begun

to assume the importance of a considera-ble trading point, Herman W. Davis re-ceived the appointment to the postmas-tership, Mr. Davis made his headquarters at 108 Front street, where the office re-

mained until the appointment of his suc-cessor, E. G. Randall, in 1865. Mr. Randall located his office at the northwest corner

of First and Alder streets. Under J. R. Prindle the office was established at 9 First street, and his successor, L. H. Wakefield, found quarters at 39 First street. In 1870 and for the three subse-

quent years the people of Portland secured their mail at 105 First street. Th

Masonic building, still standing at the corner of Third and Alder streets, was

the first modern site occupied by the post-office. On October 1, 1875, the government completed the present stone building, on the block bounded by Fifth, Sixth, Morri-

son and Yamhill streets, and the post-office was removed to permanent quarters

Succeeding Mr. Wakefield as postmaster

came in succession George E. Cole, ap-pointed March II, 1873; George A. Steel appointed October 21, 1881; C. W. Roby

appointed December 1, 1885; George A. Steel, appointed for a second term, April, 1899; and E. C. Frotaman, who received his appointment from President Cleve-

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 con-nected with the free-delivery department there is a well-disciplined force of 38 car-

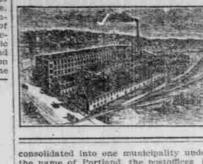
riers. The entire postal force at Port-land consists of 138 men. For many years after the municipalities of East Portland and Alchua were formed, postoffices sep-

in the new structure.

land on May I last.

the letters it contained.

GRATON & KNIGHT M'F'G CO.



. WORDESTER, MASS.

Manufacturers of Leather Belting -AND -

.... LACING ....

PORTLAND STORE, 1021 FIRST

the name of Portland, the postoffices is both East Portland and Albina were dis-continued, 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 de-

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:

1850	82 58	1873	20,109 25
1851	2,474.75	1571	23,297.33
1852	1,559 76	1875	24,274 10
1853	975 24	1876	25,663 61
1854	1,094-60	1877	26,728 06
1855	702 78	1878	29,605,68
1876	3,724 22	1879	28,044 55
1857	2,725 52	1880	41,567 63
1858	2.228 51	3861	46,199 73
1859	2,549 80	1882	54,670.97
1800	3,608.30	1982	68,814,56
1861	8,777 91	1534	75,222 88
1509	2,215-97	1885	66,397 12
1862 1881	5,279 63	1886	68, SST, S.
1864	2,970 69	1887	78,976 Z
1865	4,128 83	1888	91,484 33
1896	6,185 72	1689	125,041 0
1867	10,520 89	1800	143,775 5
1868	10,577 22	1991	160 522 17
	12,898 53	1090	175,790 7
1809	12,505 07	1980	
1870	11,534 66		151,723 6
1871	17,312 67	1891 (est'd),	Addayant to
1872	19,743 13		
Bellet	The second section is a second	Andrew Commencer Commencer	Transfer Strategie 4

The most remarkable the is remembered that by ISSO Portland was of a city of some importance, was made from the latter year to 1992. In 1880 the rection receipts of the Portland postaffice were w log \$41.507.62; in 1892 the receipts reached the which remarkable figure of \$155.700 72.

The noticeable falling-off in the receipts of the postoffice for the past year was fore 1850. The im- directly due to the interruption of truffl portunce of the accommodations for caused by the railroad strikes of June Portland people in these days may be better understood from the statement also the cause of suspending trailie for a

probable that the receipts of the post-office for 1891 would have fully equaled the receipts of the previous year had the

net receipts had increased to \$161,124-10.

the only serious inroads made into the

and the prediction can be safely made that

POSTMASTER PROTZMAN.

Eugene Protzman, our postmaster, was orn in Pennsylvania in 180, Beginning

his active life as a newsboy, he naturally drifted into the printing business, serving

The demand for whale oil has so greatly decreased that the industry has dwindled away. It is now supported chiefly by the demand for whalebone, which is always creatly in excess of the supply

FUTURE OF IRRIGATION.

What F. H. Brigham, Chairman of the Irrigation Committee, Says.

The future of irrigation in Oregon and the necessity which exists for the adop-tion of a law by the state covering this subject are set forth in the following statements, made by F. H. Brigham, hairman of the state irrigation commit-

The arable public lands of the United States are exhausted, only the plains of the arid regions and the densely wooded portions are now available; and yet the demand for homes and small farms is greater than ever in the United States today. In the case of the timbered areas in Oregon, west of the summit of the Cascade range, where the precipitation is authorient for the purposes of agriculture without frigation, the average cost per acre of clearing this land is probably \$30; and, while it is true that settlement of this class of lands, which constitute a part only of the arable belt of Western Oregon, is steadily progressing, and the cul-tivatable area constantly added to through the individual labor of the settler, it is also true that the process is extremely slow, and that nothing in the way of an extensive increase in the arable cres, or in Oregon's population, can be oked for from settlement in this direc-

Upon the other hand, of the 55,000,000 acres of arid lands in the state, it is estimated that between 5,000,000 and 6,000,000 are susceptible for reclamation through irrigation, either by simple diversion of the waters of the streams or storage of the flood waters, or both combined.

The cost of construction of the necessary works to convey water upon this land would be from \$8 to \$15 per acre; and yet these lands are out of the reach of the settler, for the reason that their reclamation can only be secured through a combination of both labor and capital.

The so-called Carey law, granting the several states in the arid regions 1,000,000 acres each, upon condition that the same be settled and reclaimed, furnishes the immediate opportunity to settle this class of lands, to the extent of the area named. The solution of the entire problem will oon be demanded, as a national necessoon be demanded, as a national neces-sity, and it will be solved by the exer-cise of the highest order of practical statesmanship. Laws must be enacted that will insure the success of the settler and farmer, and a reasonable and sure return upon the capital invested. The construction of all important irrigation works must be under state control, and the largest amount of land irrigated consistent with the water supply from any one stream or source. The state now has it in her power to enact a law that will easily be the most important and beneficial measure ever considered by Oregon legislature, if framed upon the short time over the railroads centering here, thus interfering with the prompt States mall reached the village January here, thus interfering with the prompt 25, 1859, 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 Franches.

In an interview with United States Senator Carey, "the author of the Carey law," during the revent session of the national irrigation congress at Denver, 'olo., he used the words, "Let your state make wise use of the million acres now granted, and other donations will follow. Demonstrate that the result of this act cisco awalfing an opportunity to be shipped north by some coasting vessel coming this way.

The first postoffice here was established November 5, 1849. The building occupied as a postoffice, as shown by the accompanying illustration, was of logs and coasting the receipts of the previous year man that the flood.

Portland's steady growth is indicated in no better way than by the increase in the receipts at the previous year man that the flood.

Portland's steady growth is indicated in no better way than by the increase in the receipts at the previous year man that the flood.

Portland's steady growth is indicated in receipts at the previous year man that the flood. the actual reclamation and settlement f the area granted, and there need be to fear that this plan of cession will not

In a letter recently received from Willirrigation committee and editor of the Irrigation Age-I find the It will be noticed that from 18G to 1881 there was a stendy increase in the re-ceipts each succeeding year. In 1985 the your legislature, at its coming session, devise a way to make good use of the Carey law, and you will inaugurate an epoch in the life of your state. You will start a movement that in the end will within your borders, and found new forms of industry and society." The question is in no wise a political one; it involves the welfare of all the people in the state, in 1887, an increase of over 100 per cent in six years. It will be further noticed that without regard to their party relations, and the judgment and experies receipts of the office occurred in 1885, but usked for the proper solution of the prob

receipts of the office occurred in 1885, but two years after the great financial stringency of that year the business of the office was far ahead of what it had been in 1884, a banner year in Portland's history. This illustration affords ample evidence of Portland's recuperative powers, and the received seen by a safety made that the received seen by a safety made that the set of the state point forcetting that the set. capital to construct the works necessary to irrigate the 1,000,000 acres now granted to the state, not forgetting that the setthe receipts of the Portland postoffice for the coming year will reach a higher figure that they did in 1892, one of the most prosperous years of Portland's Bistory. tier and actual occupant of the soil must be fully protected, this area will be re-claimed, and the final result to our state will be, the expenditure within our borders in the next five years of at least \$10,900,000, 90 per cent of which will be puid for labor; an increase in the state's population of at least 100,000 people, of he most desirable class-the agriculturist and producer; the addition to the taxable property in the state of probably Consequent upon could be birth and growth of towns and villages, and the natural stimulation of the irrigation and every other industry.



at all of its varied duties. He arrived in our city in 1857, and at once secured work in the printing office of A. G. Walling. Afterward as salesman and as busine man, during the past II years, he carned for himself the name of an energette, bright and entirely rehable citizen, and as an intimate that of a self-sacrilicing, rue-hearted friend.

While one of the most angressive workers as a democrat as well as an upholder of his party's principles, yet he is able to count among his warmest friends those who are of the highest standing in the republican ranks here. While being a freetrader in his views as to taxation. even going so far as to believe that the people ultimately accept the single tax as the only equal or just system, yet he has always been reserved and modest in pre-senting these ideas, for he willingly al-lows for these who differ with him the same patriotic fervor he feels himself. This, of course, is why his support for his present high position came as warmly from his republican neighbors us from his democratic admirers.

It can hardly be doubted but that this was why he was successful. Decline of Whaling.

The United States has now about 40 ves-sels engaged in whaling—the remnant of a fleet which once numbered 500 ships.

## **Looking Better** feeling better-

hetter in everyway. There's more consolation in that than well [/ people stop to ponder. To get back flesh and spirits is everything.



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## ITCHING HUMORS

Torturing, disfiguring comma, and every species of itching, burshing, scally, crusted, and pimpily skin mel centy diseases, with dry, thire, and failing hair, reflexed by a single application, and specifly and economically eared by the Curretus Research, when the best physicians full.

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