

PROMINENT STATE OFFICIALS OF OREGON.



try and are in many cases in advanced stage of disease this accounts for the many deaths in the hospitals and sanitariums. Another source of mortality which contributes to our rate that should not be charged to the city is the large number of ships that visit this harbor from every country on the globe to carry away the dead and dying.

AS A CHURCH-GOING CITY.

Sunday Services Attended by Congregations That Aggregate 20,000. The church buildings of Portland compare very favorably with those of other cities of like population. Some of these edifices are an ornament to any city.

Portland is a growing, enterprising town, and it is manifestly important that men of ability, culture and energy and up-to-date men occupy her pulpits. The ideal must not be fully realized in our clergy, but if one of the number may speak he would say: Portland has nothing to be ashamed of in her ministers.

The character of our church buildings and the character of our clergymen are in themselves commendations to our city, and the earnest of a mighty, moral influence. We believe that the moral well being of the community is greatly furthered by the churches. Of the clergy generally President Roosevelt says: "It is probable no other class of our citizens do anything like the amount of disinterested labor for their fellow men."

But what about the church-going proclivity of the people? It might be better. There are many as in class where powerful counter attractions to public worship, by which people are drawn in streams. This is nothing new, nor is it characteristic of our city. The worst pestilence is the ecclesiastical pessimist. Clergymen should be bright and hopeful. It is a bad thing to measure the religion of a community merely by the size of the congregations going to church is but a small part of our duty. Good old days and good old times have gone; new ways and better times have arrived.

On the New Year's day it is wholesome, it is inspiring to greet the year with hopefulness. Handsome, well-appointed church buildings and bright, instructive services bring good congregations not only in Portland but everywhere. A goodly portion of our population is of a church-going mind. No doubt an average of more than 20,000 people attend church on every Lord's day.

The fact of our many attractive church buildings and their maintenance of their church services speak louder than words. REV. GEORGE B. VAN WATERS, D.D., Rector St. David's Episcopal Church.

AS A CONSERVATIVE CITY.

Portland Does Business in the Old-Fashioned, Substantial Way.

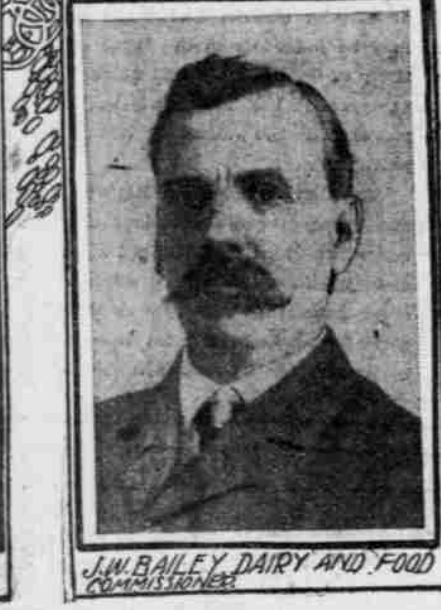
A conservative, stable city is determined in a great measure by the character of the government and the conditions which enter largely into the question. Whatever may have been the predilections of the early settlers of Western Oregon, their enthusiasm begotten of the cold, crisp climate of New England, and the now Central West, was tempered by the mists that came with early Autumn and lingered intermittently until early Summer of the ensuing year. There was no diminution of purpose or vigorous resolve, but there was of necessity consequent delay, which produced thoughtful men and carefully matured plans; and so for the first 30 years of its existence, Portland struggled and wrought and overcame, and grew. The foundation-stones were deep and permanently set, and the transition from the swaddling clothes of a settlement to the splendid vestments of a metropolis was simply a vindication of the natural laws governing the permanent growth and building of cities.



D. M. BLACKBURN, ATTY. GENERAL.



L. W. QUIMBY, GAME AND FORESTRY WARDEN.



J. W. BAILEY, DAIRY AND FOOD COMMISSIONER.

opposition shall stand between our citizens and the successful fruition of their hopes. This much we know. FRANK C. MILLER.

AS A RAILROAD TERMINAL.

Portland the Only City on the Coast Entitled to This Distinction.

Many people have an idea in a general way that Portland is what we call a terminal point, but few, even railroad men themselves, realize the magnitude of the traffic, both freight and passenger, that daily passes through our gates.

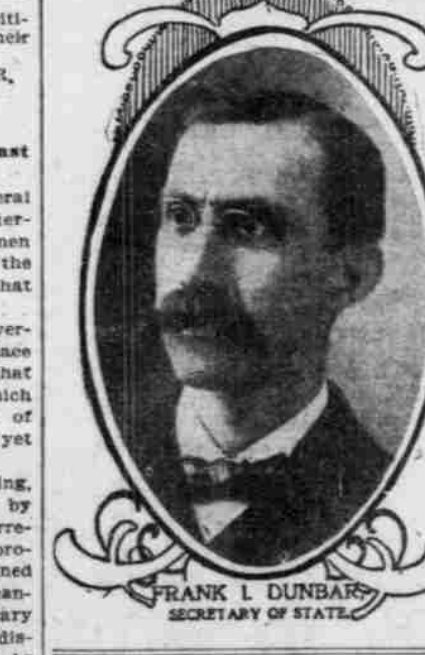
The word terminal conveys to the average mind the impression that it is a place at which trains stop, for the reason that it is the end of the line, and from which trains start, for a like reason; both of which are in a measure correct, and yet both entirely wrong.

A railroad terminal, properly speaking, is a point to which traffic gravitates by reason of its geographical position, irrespective of any artificial means to produce such an effect. Terminal is defined as the end or limit beyond which you cannot go. Railroads may make temporary stopping places, division stations and distributing points, but terminals never. As water finds its level, so terminals are a natural sequence to railroad construction.

Look over your map and find if you can any other point outside of Portland suitable for a terminal. Situated as she is at the entrance to the Willamette Valley, at the confluence of the Willamette and mighty Columbia Rivers, with their tributaries, at the natural gateway to the Orient, all the traffic of which must necessarily pass through her portals, she cannot very well help but become the hub towards which all lines converge. The following diagram will tend to illustrate the position of Portland as a railroad center.



Portland is easily the second largest distributing point on the Pacific Coast, San Francisco being first. The amount of freight charges paid annually on west-bound transcontinental freight to Portland and territory tributary thereto is in round numbers \$23,976,000, of which Portland pays about one-fifth. The east-bound business is more than double that of the west bound. These figures do not include local or export business, the volume of which is very great. It is estimated that the freight charges represent about 5 per cent of the value of the goods. This being true, the value of the goods coming into this territory would be about \$400,000,000, while the value of the east-bound product will reach the magnificent figure of \$1,800,000,000. There are 23 passenger trains in and out of Portland, 11 of which are transcontinental trains. This does not include sub-



FRANK I. DUNBAR, SECRETARY OF STATE.

land is certainly entitled to be called a railroad terminal. THOMAS McCUSKER, Contracting Freight Agt. S. P. Co.

AS A SEAPORT.

Portland Destined to Become the First Port on the Pacific.

The position of Portland as a seaport depends upon the conditions which control the birth and growth of the seaports of the world, since men first went down to sea in ships. Seaports are not made—they grow, as a result of conditions offering a profit to commerce.

Commerce originates on the land, the sea playing no part therein, save as a means of transportation from land to land. The one condition of accessibility to the seagoing vessel being given, the conditions which control in the birth, growth and prosperity of the seaport, come from the side of the land.

Extending from the northern to the southern boundary of the United States, a chain of high and rugged mountains, known as the Sierra Nevada in California and the Cascades in Oregon and Washington, separates the Pacific Coast from the country at large. At the expense of long tunnels, costly snowsheds, heavy grades, a considerable increase in distance and a consequent heavy continuing tax on traffic, these mountains have been crossed by railroads, at elevations varying from 200 to 300 feet. They have been and may be crossed at water level grade at our port only, via the Columbia river.

Between these mountains and the sea, at the mouth of the gorge made by the Columbia River, is the City of Portland. On the coast, extending from California to the northern boundary of Washington, is the Coast Range of mountains. Between this and the Cascade Range, and south of the Columbia, is a broad and fertile valley, about double the size of the State of Massachusetts. This section could reach the sea by graded and level grades. But along this entire coast is no harbor admitting other than light-draught coasting vessels, and it is compelled to seek its outlet at Portland, which is at the mouth of the general valley, and which it reaches at low grades. To the north of the Columbia the country west of the Cascade Mountains is divided into two sections by its general lay and watershed. Puget Sound making in to the east of the Coast Range, extends south to about the watershed of the Columbia. The country immediately surrounding the Sound finds its outlet to the sea by way of the Sound.

The country to the south and within the watershed of the Columbia seeks Portland as its center. In short, Portland is the only point in the Pacific Northwest where land lines of transportation may converge at easy grades. The effect of this situation has thus far been that, from Portland, via the gorge, the Northern Pacific crossing the mountains for Puget Sound, the road via the gorge has an advantage of 77 miles in distance to the seaport, with water-level or descending grades, while the traffic for Puget Sound must be lifted one-half mile in the air and then lowered again. The advantage in grade and distance is the same for through as for local traffic, and is the same as against all other roads yet built across these mountains, as against the Northern Pacific. What the added dis-

tance and heavy grades cost the roads crossing these mountains at elevations, under the cost to the road by way of the Columbia, cannot be stated accurately, but it cannot be far from \$1 per cent on all traffic each way.

To those unacquainted with the subject, it may who should be perfectly familiar with the conditions under which they arise and flourish, the opinion is common that a seaport should be as near the sea as possible, and the inland location of Portland is regarded as a disadvantage. That Portland is readily accessible to the seagoing vessel is proven by the fact that ships of all classes have been, for some half century, and now are daily arriving at and departing from her wharves. The fact is, as proven by the location of the seaports of the world, that the seaport is in no case located as near the sea as possible, but as far inland as the seagoing vessel can penetrate, when the penetration is in the line of the stream of the commerce which finds its outlet and inlet through the port, and the so-called inland location of Portland is not her weakness, but her strength as a seaport. There are 23 seaports in the world reported as each having an annual commerce of \$500,000 tons or over. They are: Antwerp, Baltimore, Buenos Ayres, Cardiff, Constantinople, Genoa, Glasgow, Hamburg, Havre, Hong Kong, London, Liverpool, London, Newcastle upon Tyne, New Orleans, New York, Odessa, Philadelphia, Rotterdam, Shanghai, Southampton, and, according to some authorities, Calcutta. Of these the following are located inland:

Table listing inland seaports and their annual commerce in millions of dollars. Ports include Antwerp, Baltimore, Cardiff, Glasgow, Hamburg, London, Newcastle upon Tyne, New Orleans, Philadelphia, Rotterdam, Shanghai, and Calcutta.

Constantinople and Odessa may also be said to be long way inland. The location of Hong Kong is determined by international relations. In all other cases, excepting New York, penetration is not practicable. Nor is it practicable to a greater extent than is given above, where it is but a few miles. In the case of New York, the possible penetration is not in line with the great bulk of its commerce, with smaller ports, the proportion of inland locations is greater.

The cause of the inland location of seaports is profit. Without profit there would be no commerce. Without commerce there would be no seaport. For a seaport is not a place where seagoing vessels might, but where they do, come and go. The cheapest known means of transportation is the seagoing vessel; as a consequence, it is unprofitable for the land line of transportation to carry the goods of commerce any part of the distance over which they may be carried by the sea. Take Portland as an illustration. It is about 100 miles from Portland to an available port at the mouth of the Columbia, with the route of short line and easy grade, as for the country at large. Through Portland, the shortest line of transportation by land is by rail. According to the best authorities, the lowest cost, to the railroad, of transportation by rail is one-half of a cent per ton per mile, or 20 cents per ton for 100 miles. An ocean steamer, such as those now employed in the Oriental trade with Portland, carries about 500 tons; her cost of operation, including charter, is less than \$700 per day of 24 hours; the actual cost of transporting her cargo the 100 miles the cost per hour for the time employed in making the distance. For the railroad the largest unit is the largest practicable freight train; for the steamer it is the steamer. The time required for a freight train to move 500 tons of freight from Portland to the mouth of the Columbia would be about 100 hours, the cost to the road \$400. The time occupied by the steamer does not exceed 10 hours, the cost does not exceed \$300. If the steamer had lighter three-fourths of her cargo, the difference in cost on the other one-fourth would bring her to Portland. The same relative cost holds good for smaller vessels and for all ports of the world. To state the facts is to point out the cause for the inland location of seaports.

But if the foregoing is true as to all seaports as to Portland and all seaports located on rivers, there is still another source of profit to commerce, and consequently, an additional cause for the inland location of the port. The advantage which the fresh water of the river offers to the seagoing vessel, in cleaning its bottom from the growths which accumulate at sea, doing away with the necessity for docking and scraping, more than compensates for the distance traveled in the river. The Portland-European fleet makes quicker time between the Pacific Coast and Europe than the fleet of either San Francisco or Puget Sound. This advantage makes a charter for Portland as low as they could be had for the mouth of the Columbia, and entirely eliminates from

the question the cost of ascending and descending the river. Portland is now the second seaport on the Pacific Coast, within the United States; with her unequal advantages from the side of the land, and her fresh waters, she must become the first.

GROWTH IN RECENT YEARS.

Portland on the Broadest and East-Coast Trade Route to Asia.

When I first saw Portland, a little more than 40 years ago, she was a small town, thinly scattered along the riverbank, from about Madison street to Burnside, with a background of tall fir trees, reaching up to the very back-doors of the manufactories and but few stores. All of the stores were on Front street, and there were but five or six residences back of Third street. At that time she did not contain over 800 population.

For many years her growth was slow, owing to the long distance from the great heave of population, and the expense and dangers of the trip. The passage around Cape Horn, or across "The Isthmus" was enormously expensive, and took much time, while a trip across the plains took from four to six months, besides its great cost, and the danger from passing through numerous bands of hostile Indians.

In 1850, she had a population of 2500. The census of 1870 gave her a little more than 8000, which she more than doubled by 1880. Since that time her growth has been much more rapid. In 1890 she reached 48,385, while the census of 1900 gave her 50,425. From the large number of dwelling houses erected within the year, and the great increase in the number of school children, the best judges now estimate her population at 100,000. Ever since 1870 Portland has been a city of great wealth per capita, ranking among the highest in the country, and her own money has made her what she is, together with her favorable location. She stands near the foot of the great Valley of the Columbia, which contains 25,000 square miles, an area more than equal to the States of New York, Pennsylvania, New Jersey, Ohio, Illinois and Virginia, an Empire of itself. The

productions of this vast region naturally flow and roll down into her warehouses on a water level, and can find no other road to the markets of the world, except by being carried over high mountains.

This vast Empire is yet in its infancy; it is just beginning to feel the beautiful glow and push of growth and prosperity; it is just beginning to pour its surplus trade into Portland's lap. Portland stands on the nearest, broadest, easiest road from the Atlantic Seaboard to the Orient. The trade between the United States and Asia is growing so rapidly that it promises soon to become a third of the world's trade.

She is already a railroad center. Her railroad depots stand alongside the great ship docks, where inland transportation ends, and where ocean transportation begins. Portland stands right in the way of everything advantageous. Nothing can miss her without being carried over mountains at greater cost. Competition must, and will, eventually, bring all the trade of the country, and the world, to Portland. She will see that the great river is kept open between her docks and the ocean, that ships of every size may come and meet the cars from all the land.

Portland's wholesale, or jobbing trade, has reached the handsome sum of \$120,000,000 per annum. Her banks' deposits amount to \$20,000,000.

Her banks' clearances, \$110,000,000, and the lumber cut of the city's mills fully 300,000,000 feet per annum. The site of Portland is most picturesque, and beautiful. No city excels it. Her climate is exceedingly healthful and free from extremes of heat and cold. Her public schools are equal to the best in the country. Her churches are numerous and many of them elegant. Her society is good, and her people intelligent. Her advantageous position, which naturally draws trade to her, together with the wonderful growth of the Columbia Basin, and the prodigious increase of the Oriental trade, give her a most brilliant and alluring future. Well may old Portlanders, who have known her village days, and have helped to build her up, be proud of her as she is, and hopeful of her future.

P. W. GILLETTE.

THE HOBART-CURTIS.



The Hobart-Curtis, of which an illustration is given, is one of the best-appointed and equipped private hotels on the Pacific Coast. It is a five-story structure, with basement and attic, built of brick and stone, and is situated on Fourteenth street, 100 feet north of Jefferson, in one of the most delightful parts of the city.

From its commanding position the view is superb. There can be seen the snowcapped peaks of Hood, Adams and Helens, and the beautiful Willamette, flowing to mingle its waters with the lovely Columbia, 12 miles below. The grounds are spacious, fronting 150 feet on Fourteenth street, with a depth of 470 feet. A beautiful lawn adds to the attraction. That the place is homelike and satisfactory is shown by the fact that many who entered as guests 10 years ago, when it was first thrown open to the public, are still found within its walls. The house contains over 100 rooms, is lighted by electricity and gas; has an elevator, and is heated by the hot-water system, which gives an even and satisfactory temperature. It is well protected against fire, and has one of the most beautiful dining-rooms to be anywhere found. A car line leads direct to the Grand Central station, without transfer, and by connections communicates with all parts of the city. The house is under the able management of Mrs. Hobart Curtis, and it has done much to add to the good name which Portland enjoys of giving entertainment to the public. The Hobart-Curtis is a credit to the city.

COLUMBIA UNIVERSITY, PORTLAND, OREGON



The archbishop of this diocese has procured the beautiful brick mansion erected especially for college purposes at the delightfully slight University Park, on the St. Johns division of the City & Suburban Railroad, and will conduct a university there, second to none on the Pacific Coast. The building was remodeled and dedicated on Sunday, September 1. The grounds are being greatly beautified, and the magnificent school site placed in the most presentable condition. The school opened September 5 to young men of all denominations. It will be a school of learning of the highest grade, freed from fads and frites.

COLUMBIA UNIVERSITY will be the pride of the Pacific Northwest. It will be broad. It will be liberal. It will be thorough. It will be modern. It will be manned with a faculty of the most polished and finished educators in America. It will attract young men from everywhere. OUR DELIGHTFUL CLAMATE will bring young men from the East as soon as it is known that Portland has such a university. There will be no excuse for our wealthy men to send their sons away from Portland for an unshined education. The seat of the great Columbia University will be the seat of culture and refinement. If you desire to bring up your sons and daughters in the pure air of intelligence, and in a portion of the city where no saloons, gambling-houses or places of immorality will be permitted to start, send them to Columbia University. Such restrictions are placed in every deed to lots in this section of the city.

UNIVERSITY PARK, the site of the university, could not be more charming, situated, as it is, on a high eminence overlooking the picturesque Willamette River, within the city limits, and in full view of Portland, whence it is easily reached by electric cars. This institution is well equipped to accommodate 200 students, boarders, half-boarders, and day scholars; and in charge of a faculty of efficient teachers, offers to young men every facility for a thorough commercial and classical education, including, besides English, Latin and Greek, the modern languages, French, German and Spanish. The scholastic year comprises one session of ten months, which is divided into two terms, the first beginning in September and ending in February, the second ending in June. Terms on application. For full particulars, apply to

REV. E. P. MURPHY, Late of Notre Dame University, University Park, P. O., Portland, Oregon.