

WORK ON CITY STREETS

Improvements and Betterments During the Year Have Been Unprecedented

THE year 1902 marks the dawn of a new era for Portland in the matter of street improvements, an era that will be welcomed by all, and will be productive of the most beneficial results. Never before in the history of this city has there been so much activity displayed along the line of bettering the city's thoroughfares as there is at the present time, and by the time the next New Year's day rolls around Portland streets will be part of the public property of which the citizens will justly be proud.

With the coming of the year 1903 contractors' gangs are to be seen on every hand, grading, macadamizing and putting down cement walks. More work was done

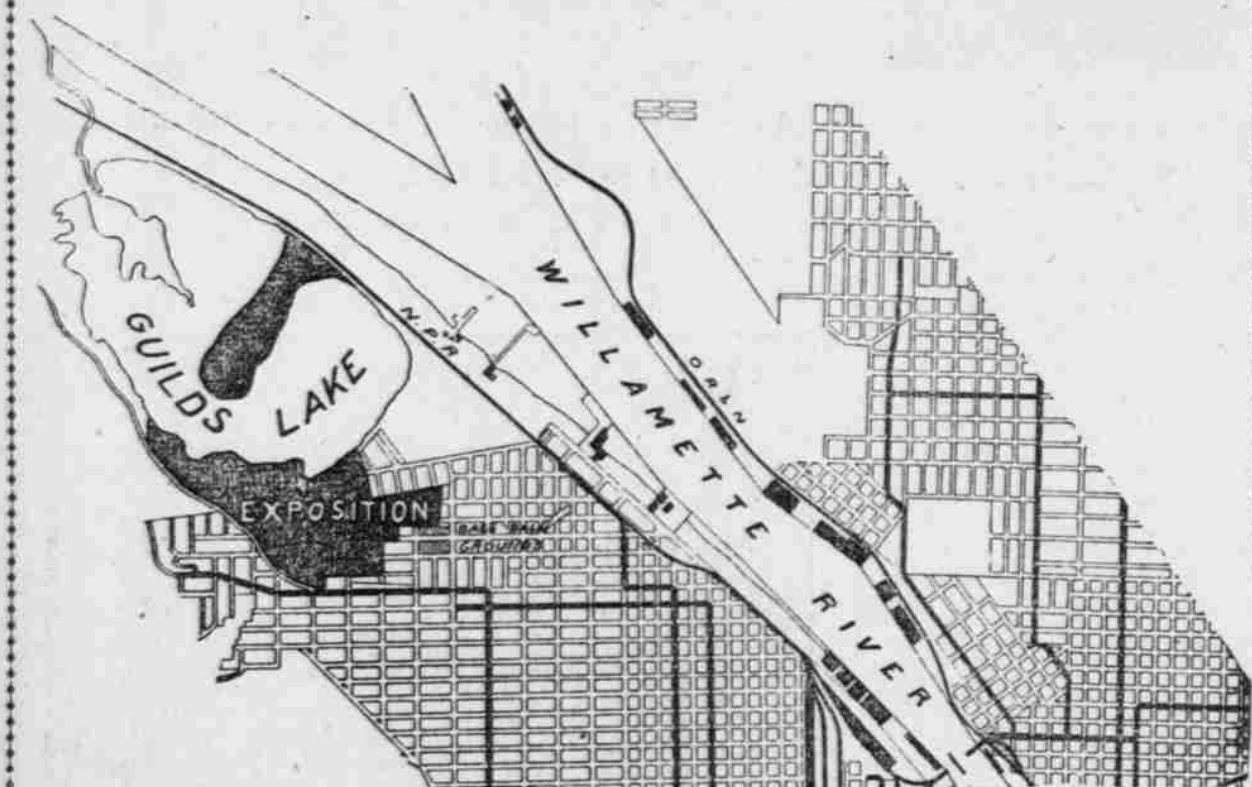
the greatest step taken during the year toward civic improvement. There are four of these ordinances, and they embrace all the territory within the city limits, with but small exceptions in the suburbs. The main points of the ordinances are that they order that no wood walks shall be laid, that no old walks be patched for more than one-sixth of their original value, and they give the City Engineer authority to lay a walk when he sees fit and charge it to the property owners, a most useful provision.

Many street improvements were ordered by the Council late last Fall and this Winter which could not be completed till Spring, when the hard rain stops. Among

work in earnest, graveling streets, laying sewers and water mains and putting down cement walks. Wasco, Hawthorne, Irvington and many other additions are notable illustrations of this sort of improvement. Main thoroughfares, such as Maryland avenue, East Morrison street, Vancouver avenue, Grand avenue are being improved, and numerous cross streets and streets in the East Side suburbs.

Great work has been done during the year by the street-car companies, which have laid several miles of heavy rails, full-grooved, in concrete, and placed a firm pavement of stone blocks along their tracks. This work will be continued next year on all the downtown lines, and will

LEWIS AND CLARK EXPOSITION SITE IN ITS RELATION TO THE CITY OF PORTLAND.



ACCESSIBLE BY RAILROAD, STREET-CAR AND RIVER TRANSPORTATION, ONE AND THREE-FOURTHS MILES FROM THE HEART OF THE CITY.

In 1902 by the City Engineer and the men under his charge than in any year previous, and from the indications that have already appeared, 1903 will be bigger and better yet.

At the beginning of the year 1902 the streets of Portland were classified as follows:

During the past year the City Engineer estimates that the following improvements have been finished:

Some of the most important work of the year has been the laying of cement walks along Fifth and Sixth streets, walks in Hawthorne Park, macadamizing streets in Stephens' Addition, Goldsmith's Addition, South Portland, repaving Fourth street, and passing ordinances which make the laying of wood walks contrary to law.

The sidewalk ordinances are probably

the principal streets which will be improved just as soon as the weather permits are Alder street, with asphalt, from Sixth to Fourteenth streets; Washington street, with asphalt, from Sixteenth to Cornell road and the City Park; Savier, Raleigh and Thurman streets, with cement walks and macadam; Seventh street, with stone blocks and asphalt, from Taylor to Gilman, and many thoroughfares in the residence part of the city, and in the suburbs, including cement walks on First, Second and Third streets.

Streets to be improved this coming Spring that have not been ordered by the Council as yet will include First street, from Madison to Stark, with new wood blocks; Yamhill street, from First to Fourth, with new wood blocks; Lovejoy street, Twentieth street, Nineteenth street, Eleventh street, with macadam and cement walks; Washington street, from First to Third, with new wood blocks. All the sidewalks in the business part of the city will be replaced with durable walks of cement, on the cross streets, from Taylor to Gilman, in some cases as far uptown as Nineteenth street.

On the East Side of the river the owners of whole tracts of land are going to

gradually extend into the residence portion of the city.

The weak bridges will be replaced with fills or structures of steel as soon as possible, and already the street-car companies are at work on some of the low places filling with good gravel and earth taken from streets that are being graded in other parts of the city. Sullivan's Gulch, at Grand avenue, East Morrison street and Marquam Gulch will be the first places attended to.

If the new pavement now being used extensively in the East, bitulithic pavement, or bituminous macadam, as it is better known, is found to be satisfactory, it will be tried in Portland. Commissioner Abbott, of the good roads department, recommends its use in this climate, and as it is cheaper than asphalt, and in most cases more satisfactory, Portlanders will probably have a chance to test its qualities before the close of the new year.

With all the work under way and the work projected, the city will have its hands full improving and repairing. When the new charter goes through, things will be easier for the City Engineer, and more work will be put through, so that Portland will be in good shape for 1903.

GAINS AT THE POSTOFFICE

Portland's Postal Business Has Shown Remarkable Increase During the Year

THE business of the Portland Postoffice for the past year, as compared with the business of previous years, shows an increase as phenomenal as the gains made along other lines of Portland industry. In every branch of the service this increase is apparent, and so crowded has become the main office that the Treasury department is even now engaged in drawing up plans for a large extension to the present building, which will greatly facilitate the handling of Uncle Sam's mail at this city.

One of the most notable gains made during the year of 1902 has been in the selling of stamps and envelopes at the postoffice. The net receipts have increased nearly 20 per cent, or, in round numbers, \$44,000. The figures for the several months and the exact increase are as follows:

	1902.	1901.
December	\$24,421.49	\$21,569.93
January	24,546.23	20,014.45
February	18,749.71	16,402.50
March	25,451.20	22,262.15
April	22,725.97	19,833.75
May	21,708.07	18,483.72
June	20,444.14	17,212.28
July	21,654.31	20,386.00
August	20,903.03	17,795.96
September	26,217.29	17,600.27
October	26,582.21	22,015.71
November	23,117.02	20,182.24
Totals	\$277,930.97	\$224,015.41
Increase		\$53,915.56

The money order business has grown even at a greater pace, and the present cramped quarters are entirely inadequate for the force of persons employed in that department. Owing to the fact that the amount of business for the last quarter of this year has not been figured up as yet, the comparison must be made for the first three-quarters of the years 1901 and 1902, as follows:

Amount of business first three-quarters 1902	\$4,496,505.53
Same time for 1901	3,581,794.77

Showing an increase of \$908,710.76.

By the time the totals for the whole year have been secured, the increase will be far above \$1,000,000. This is probably the most remarkable gain made this year, and amounts to about 30 per cent over 1901.

The Portland Postoffice receives 62 mails every day of the year, and five wagons are constantly in use transporting this vast amount of mail matter, filling, as it does, nearly 400 sacks, to and from the depots and the branch offices. It requires the work of a number of clerks and two of the fastest canceling machines in the United States postal service, just to date and back-stamp the 60,000 letters that pass through the office every day. In addition to this correspondence, 12,000 packages have to be handled every day, making the total pieces of mail matter that are sent out and received every 24 hours, nearly 75,000. For the suburban service

the wagons are not used, and the mail is conveyed on electric cars as a safer and more speedy method of transportation.

Of the 60,000 letters that are handled every day, 100 are for Postmaster A. B. Crossman himself, and during the year the Department has allowed a letter-opening machine for the Portland office, so that the work of getting the contents out of the 1000 letters will not fall on a single clerk. It would be out of the question to get this number of letters opened by hand in any reasonable amount of time, so the opening machine does the business. The letters are shot through the machine in a way very similar to the canceling machines, and the tops and ends of every one of the envelopes are neatly trimmed off, and the contents laid bare. This is but one of the many conveniences that Postmaster Crossman has secured lately to facilitate business.

Another very acceptable gift from the Department at Washington during the year 1902 has been another canceling machine, a Dolphin Flyer, the most approved pattern of machine now used by Uncle Sam. This machine is capable of stamping 600 letters a minute, and is operated by electricity, thus doing away with much hand labor. This is the second Dolphin in the office, the other machine being of exactly the same pattern. One machine does the canceling on the letters sent out of the office, and the other is used to back-stamp the name of the office and the time received on the back of all the letters that come in from out of the city.

During the year, five new sub-stations have been put into operation, and they are just beginning to take some of the load off the main office. These sub-stations are located in convenient parts of the city, and sell money orders and stamps and register letters, so that the people who have this sort of business to transact will not have to go all the way to the main office to do it. The public can save a great deal of time by patronizing these offices, for they are not generally crowded with long lines of people waiting for stamps and supplies. It was for just this reason that they were established, and the public will not be long in appreciating the innovation.

Besides the three regular postal stations on the East Side, A, B and C, which have been in operation for some time past, the office at Montavilla has been made a station for the Portland office during the past year, and that suburb has been made free delivery. This is also a great convenience for the residents of the district, and, before the present year is out it is thought that all the offices in the immediate vicinity of Portland will be under the main office here. Already

beside Montavilla, the following offices are connected with the Portland office: Fulton, Mount Tabor, University Station, Sellwood and St. Johns.

The payroll of the Portland Postoffice contains over 250 names, and over \$250,000 is paid out every year for services rendered. About 800 postmasters in Oregon and Washington report to Portland, and remit funds, and 200 money order offices send their surplus here. This surplus amounted to \$2,341,541.25 during the past year.

The growth and commercial importance of this city can be shown in no better way than by the postal figures. These figures are official, and do not admit of padding and swelling, so that they tell the straight truth as to the position of Portland and the business transacted here.



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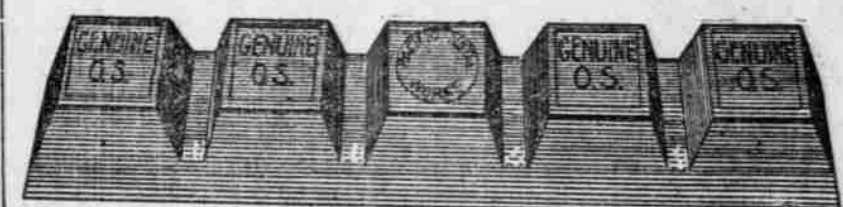


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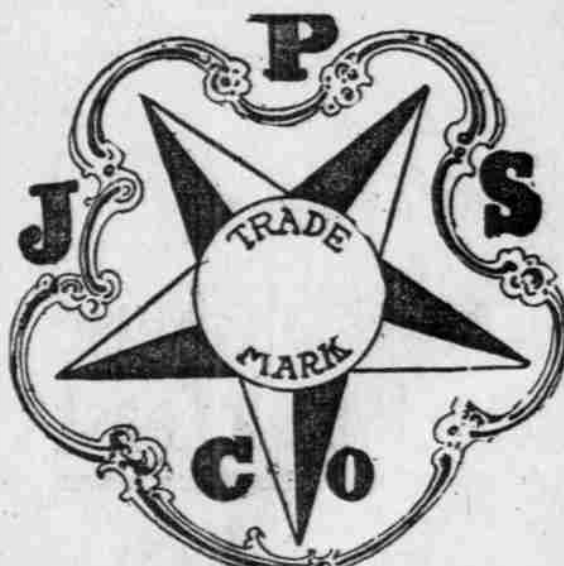
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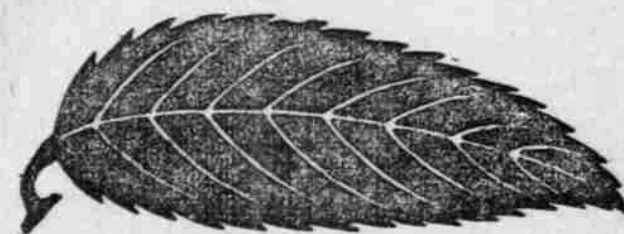
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