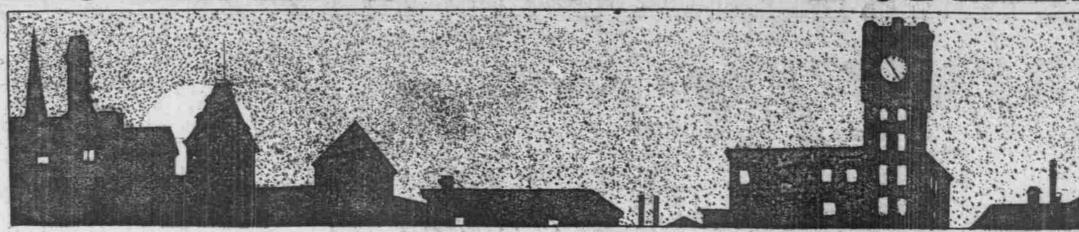
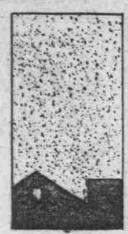
TOP WATCHWORD









flush of prosperity, clean and well kept with every facility for receiving visi tors. Throughout its 40 square miles of area, the streets

have been put in condition and in the business section they have been paved permanently. The old wooden sidewalks have given place to firm, lasting coment. Nearly all the old frame rookeries in the business district have disappeared and solid, artistic brick and stone buildings have appeared in their places. A new steel bridge, the widest of all, will have taken the place of the oldest-that at Morrison street-across the Williamette River. Other bridges of the same material will have spanned the deep gulches which scar city's fair face, while several others of these guiches will have been filled. The street railways will have been extended into every one of the suburbs which have grown up with amazing rapadity in the last few years, this work of extension being already half done. The water system needs no improvement, for the supply is the best in the world and abundant in quantity, but extensions of the distribution are being made to keep pace with the expansion of the population.

The harbor and the river highway to

it from the sea will be found deep enough

ESTIMATED CITY EXPENSES FOR 1904

blice Department, including \$10,000 repairs City Jail. 106,615.61 streets and public . \$965,465,20

for the biggest ship to steam through without fear of hitting rock or bar. ould any ship have met with such misa modern floating dock on which it can

All this has been accomplished, or prosinking fund for the extinction of its bonded debt. It has been greatly aided in doing so by a new charter under which governing functions are no longer so distributed that the chief business of the officials is getting in one another's way, it is able to do something.

By taking advantage of the improved machinery for carrying out street im-

machinery for carrying out street improvements by assessment on the property benefited, it has had 25.55 miles of streets permanently paved, the cost of this work being \$45,654.53; it has built sewers at a cost of \$151,641,65, and it has street and sower work under way the cost of which approaches \$55,000; it has begun construction of the best fireboat on the Pacific Coast at a cost of \$63,000; it has let the contract for the new bridge across the Willamette Biver at Morrison street, for which it has sold bonds to the amount of \$460,000, and has let a contract to be completed before the end of 1904; it has sold \$15,000 bonds for and begun con-struction of a ferryboat at Sellwood, and it has arrangements under way to construct a new ferryboat at Albina, for which it has authority to issue \$50,000 bonds. Provision has been made for the regular repair and maintenance of the streets which have been paved. All in all, Portland is now a thoroughly up-to-

Effect of New Charter.

The chief means in bringing about this much desired condition of affairs is the new charter, which became effective soon after the opening of the year 1903. Its strong feature is that it separates the legislative and executive functions, placing the former in the hands of the Council and the latter in those of the Mayor, who thus becomes the real head of the city government instead of a mere figurehead whose supposed powers were so hedged about with checks that he could actually do nothing. He was given an Executive Board, appointed by himself, to help him in performing his duties. This body took the place of the separate commissions for the police, fire and street-cleaning de partments, each of which worked solely in the interest of its own department without regard to the others. The powers formerly vested in these separate commis sions are now divided among the several ittees of the Executive Board. of which work together, each having re-pard to the needs of the others. A Civil Service Commission has been created with lower to apply the merit system to all departments and has already put it in active operation in the police, firs, engi-neering and atreet-cleaning departments. Under the old charter the limit of taxation was 5 mills, regardless of valuation. Under the new charter the limit is 7½ mills for ordinary expenses, but the Council is allowed to make an additional levy sufficlent to pay interest on the bonded debt, while the interest formerly had to be paid out of the general levy. The 1:yy in 1503 was 7½ mills for general expenses; 2 mills or interest, and 1% mills for the fireboat ier a special act of the Legislature But the most valuable of the taxing wers granted by the new charter is that regard to street repairs and improvets. It increases the maximum levy for treet repairs from one-quarter to three-quarters of a mill. It also allows the crea-tion of local assessment districts for the erection of bridges which shall include

other bridges in that section are being filled and either one steel bridge or two wooden bridges will be built over Sullicur any floating debt; it must pay as it to the wharves at the west end of the grees. Accordingly the year just closed found every obligation contracted during that year paid or provided for with money city has made such terms with the street.

not only the abutting property, as under

the old charter, but all the property ben-efited. Under this provision a steel bridge is being built over Marquam guich, four

the United States visit Portland during the Exposition year, they will find the city in the full flush of prosperity, flush of prosperity flush of prosperity flush of prosperity.

Expenses for Two Years.

The expenses of the city for the past year were: General, \$161,509.69; fire, \$102,-348.79; police, \$79,087.75; street cleaning and sprinkling, \$43,864.31; lights, \$54,134.61; in terest, \$122.675; street repairs, \$30,728.01; total, \$596,449.16. This is a great reduction from the panic year 1800, when the total was 807,188.80, although there was no ex-penditure for street repairs. In fact this work was entirely negl/cted from that year until 1800, when \$587.18 was spent, but the amount has been growing ever since the latter date.

The expenditures for the year 1904, in-cluding balances due for December, 1908, are estimated at \$565,955.20, of which \$170,-993.70 is for interest and \$797,471.50 for other expenses. The balances due for De-cember, 1903, total \$13,796.37, leaving net expenses, exclusive of futerest \$775,796.12. The largest items in these estimates are

for improvements or work in connection with them. Exclusive of balances due for December, 1903, the amount for the Engi-neer's department is \$40,732; for improve ment of streets in front of public prop-erty, \$13,970.86; for street cleaning and sprinkling, \$72.182, as compared with \$41,-864.31 in 1903; for street repairs, \$56.315 compared with \$50.728.61 in 1902. The water department is not included with these figures, being the subject of a separate article and being dependent on its own rev-

Improvement Will Continue.

The improvement of streets and sewers at the expense of owners of abutting property, will continue with increased energy in the new year and it seems prob-able that a million dollars will be thus expended.

MAKING SOLID STREETS.

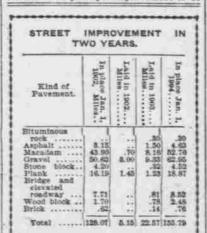
Vast Sum Expended in Paving-New Bridges Across River and Gulches.

T THE present rate of progress, Port-A land will soon have as well paved streets as any city in the West. This work received a great impetus a few years ago, with the return of general prosperity and the revival of building, and the removal of legal obstacles by the fortune before coming here it will find new charter cleared the way for many improvements of this kind in the year 1903. During the last year there were made into permanent roadways 20.55 miles of vided for, without incurring a dollar of street as against 4.52 miles in the previ-floating debt. The city pays its way in cash and next year will begin to create a stable form for the critical of the stable for the critical of the city on form for the critical of the city on form for the critical of streets, of which 75.41 miles were unpaved, There were in place on January 1, 1903, \$37.55 miles of wooden and 39.19 miles of cement sidewalks, of which 21.38 miles of of cement and 15.04 of wooden sidewalk in the year 1900, making a total of 67.70 against 40.48 miles in the year previous. As much of the cement was laid to replace wood, the addition of this amount place wood, the addition of this amount to the total at the begining of 1908 would not give a correct total for this date. here have also been planked in 1902 streets 6500 feet long, graded 55.250 feet, and constructed of elevated roadway 439 feet, or a total with temporary surface of 8.67 miles.

There have been built during the last year new sewers of all sizes costing \$151,511.06. These are extensions of the existing system to follow the progress of new buildings into suburban territory, with laterals to fill in the tributary streets. The largest single system is in the Cookavenue district in Northeast Portland, which drains 400 acres of land. These sewers aggregate 13,000 feet long and range

from five feet in diameter down. The total cost of street improvements completed in 1903 was \$445,054.55, and the amount paid on account of sewers brings the total up to almost \$800,000. There is work under way, well advanced towards completion, which will bring up the total to fully \$86,000. This is more than has been expended in the seven years preced-

ing 1900. Work of 1904. The amount of under way and in propect for the year 1904 far exceeds the for 1908. The principal improvement to be



made is the building of the new Morrison street bridge, for which bonds to amount of \$400.000 have been sold. This is to be a steel structure 1130 feet long with a swing drawspan giving an opening 100 feet wide on each side of the drawpier. It will be the widest bridge across the Willamette, its full width being 54 feet. This will give 26 feet for the roadway, on which will be two car-tracks and room for another line of traffic in each direction—a thing which the growth of the city has made necessary long ago, he the city has made necessary long ago, he sidewalk on each side will be seven feet wide clear. The contract has been let to the Pacific, Construction Company for \$251.541, which leaves a good margin for the payment of any damages that may be awarded against the city for the condemnation of the open roadway leading to the wharves at the west end of the present bridge. This bridge is to be fin-

wide, and will have a concrete rondway, with wooden payement. The cost will be 100,000 parts by weight, or 1.80 grains per

material ordered for a steel-plate girder after a thorough analysis had been made bridge across Marquam gutch on First in a period of heavy rain in the Autumn street. It will be 300 feet long and 64 feet of 1887. The chemists reported: Total fixed ingredients, 2.7 - parts in

HON. GEORGE H. WILLIAMS, MAYOR OF PORTLAND

let for Liling in seven bridges across gulches in South Portland. Two bridges in North Portland have icross the wooden and 19.30 miles of cement, stone filled already, and contracts are being exeuted for four more in that district, the bridge will span Sullivan's gulch at either Union or Grand avenue, to cost \$40,000, and another will be built on Thurman street, across Baich guich on Williamette Heights, to cost about \$40,000.

Two Big Sewer Systems.

The most extensive sewer system to be constructed this year will cover over 2000 teres in the Brooklyn district at a cost of \$140,000, all the preliminary work having been done. Another system will cover about 1000 acres in the Irvington dis-trict, and will cost about \$100,000. Altogether there is between \$100,000 and

\$500,000 worth of street and sower work under way, to be completed this year. A progressive step in street pavement has been taken recently by the City Council. It has passed an ordinance pro-viding that all street crossings inid here-after must be of cement, stone or brick. This will gradually do away with wooden crossings, which soon rot and become dirty and unsightly in this moist climate. The efficiency of the street cleaning de-

partment has been greatly increased in the last year, new horses, a new sweeping machine and new sprinkling carts having been purchased. The Council is now cor sidering the introduction of a hand-sweeper, which has been found highly effective in Edinboro, Scotland.

ABUNDANT PURE WATER.

One Respect in Which Portland Has No Rival in West.

DURE water and plenty of it is one of the first requisites of a healthy-modern city, and this Portland enjoys. In quality it is excelled by none, and in quantity all use it without stint. It brings itself by its own weight down from the base of Mount Hood to the city. The cost is only about one-half as great as was charged formerly by a private company for the polluted water of the Willamette River. but they leave a surplus of 40 per cent to be expended in extending the distribution system. When this has been done so far as to cover the whole city, a still further reduction may be expected, but provision will be made for the gradual extinction of the bonded debt;

The water comes from Bull Run Lake three miles long and about a mile wide and of unknown depth, which is only seven miles from the summit of Mount Hood. It is fed by springs in the rocky slopes of the mountain, and its only outle is under a great mase of bassit which forms a natural dam at its northwest end. This outlet is 350 feet below the surface of the lake. After the stream has flowed 20 miles through a rocky canyon it enters a thinch pipe 30 miles long, and in flowing that distance falls 720 feet to low-tide mark in the Williamette River. A portion of the water flows directly from this supply pipe into the distributing mains at the rate of 24,000,000 gailens a day. Buried deep in the graund and carried across the river in a trench dredged below the bed of the channel, it reaches the city as cool, clear and pure as when it entered the supply pips seven hours before. The entire watershed of Bull Run has been set saide as a forest reserve by the Federal Government, so that neither man

about \$45,000. Contracts have also been imperial gallon (of ten pounds avoirdu-100,000. per gal. ...56 .393 m .08 .066 Calcium carbonate ... Magnesium carbonate hiorides, sulphates and car-bonates of alkali

"The carbonates of lime and magnesia are in the form of soluble blcarbonates, The organic matter is mostly in the form of suspended vegetable substances partly in soluble products of their de

composition. "Microscopic examination of the sedi-ment and chemical tests of the water show the absence of deleterious organic matter. Only traces of ammonia were found, while nitrates and nitrites could

not be detected, showing absence of nitrogenous matter. "To sum up, the water ranks among the best on record, and is exceedingly adapted for domestic use. . . ,"

Extensions Made From Revenue.

As the water system stood at the openof 1903, it represented an investment of \$4,314,355.55, of which \$564,002.46 went into the purchase of the several pumping systems, \$659,651.24 into the distribution system and \$2,690,582.25 into the Bull Run gravity system. Of this sum \$2,900,000 was paid by the gale of bonds and \$222,200.70 with the premium on bonds, the remainder having been paid out of surplus earnings after operating and maintenance expenses and interest had been paid. There are also cutstanding bonds issued by the City of East Pertiand prior to its annexation to the amount of \$55,000, which have been assumed by the city, making the total bonded debt \$3,150,000.

The revenue of the water department for the year 1908 was approximately \$395,-000 of which about \$155,000 was expended in the purchase of pipe and extension of mains. The main laid is as follows:

| Four-inch | 700 feet | Six-inch | 21,700 feet | Eight-inch | 15,200 feet | Eight-inch | 3,900 feet | Sixteen-inch | 9,000 feet | Twenty-inch | 5,700 feet | Total56,300 feet

This is 10 2-3 miles, all of which have been laid in North Portland, East Portland and Albina. This makes the total length of distribution mains of four to 20 inches diameter 168.9 miles, and the total including the 48-inch Bull Run conduit 200

The remainder of the year's revenue was expended as follows, the last haif of December being estimated: Operation and repairs, \$55,000; final payment, with interest, on Albina waterworks, \$25,000; interest on bonds, \$160,000.

Provision for Paying Debt.

The surplus revenue of this year will be devoted to extension of the distribution system, no provision being made for extinction of the debt until January 1, 1905. Beginning on that date, the charter provides, the City Water Commission shall provide in fixing the water rates for each year a sum sufficient to pay off 2 per cent of the debt in that year. This sum is to go into a sinking fund, which is to be used either in buying bonds at a premium not exceed 10 per cent or in redeeming nds. Under this arrangement the en-e bond issue will have been canceled and the entire plant paid for before the bonds reach maturity, so that the city will then have an investment of over \$6 degrees and the outer fore and att. \$1,000,000 free from debt. This will have been accomplished without the imposition partments by three water-tight bulk-

of any direct tax to pay for either water or interest on bonds, and the revenue will have provided all extensions of the dis-tributing mains, for there is no frontage tax for that purpose; as in some cities.

FÖR EXTINCTION OF FIRES. Portland Building Fireboat and Otherwise Improving Department.

B EFORE the close of the year just opening the City of Portland will be as well equipped for protection against fire as any city in the United States. Much improvement has been made in the past year, but it is small in comparison with the work which will be completed this year. The fireboat George H. Williams, now under construction, will be finished in the Spring, and will be superior to any on the Pacific Coast in capacity to throw great volumes of water under high pressure upon any building on the water front. Another change in immediate prospect is the conversion of the department

from a partly to a fully paid force without any diminution in the number of men. The department as now organized consists of 30 companies divided among 16 engine-houses. There are 134 men, of whom 55 are fully paid and 79 call men, whom 55 are fully paid and 39 call men, divided into seven engine companies, four truck companies, five hose companies and four chemical companies. It is proposed to have the whole force fully paid from the beginning of this year, but not to decrease the number of men, as the department is already rather short-handed. On the contrary, it is proposed to add two companies, in order that a truck-company may be nisced in Albina and to man the may be placed in Albina and to man the fireboat, which will require about 12 men. Sunnyaide, one of the most capidly growing suburbs, will be given full protection by weans of a combination chemical and by means of a componential results as the hose wagon and a steam fire engine, with the opening of the year, this equipment to be run by Engine Company No. 8.

Additions to Equipment.

During the past year three men have een added, a master mechanic, relief driver and hydrant man, eight horses have been bought to replace old ones worn out in the service, and 5700 feet of hose have been added. The department already has two of the largest steam fire engines on the Pacific Coast, with a capacity of 1100 gallons a minute each. A large addition has been made to the number of fire boxes. Fifty hydrants have been installed, each with three hose connections and one steam connection, each connection having a separate gate, so that one or all can be worked at will.

Electric lights are being placed in all the engine-houses with provision for turning them all on whenever the alarm bell sounds, and an instrument board is being placed in each house, so that no wires will be in sight. The engine houses have all had new roofs put on and are being painted, papered and kalsomined and fur-nished with bath tubs where these are rains required. The owners of property have co-operated with the city by crecting a men in their work.

In the boat and will also furnish an is-inch searchlight projector, to be located forward of the decknouse.

The Portland fireboat will be the only first-class craft of its kind on the Pacific Coast, for it will have four times the macity of the decknouse.

Description of Fireboat.

But the greatest step towards full efficiency is the construction of the fireboat, which is being built in Portland according to the designs of Fred A. Ballin. The Legislature last Winter authorized the levy of a special tax for the purpose, which will realize a little over \$3,000, and this was the limit of cost. The original plans provided for a boat of steel throughout, but the bids exceeded the limit of ost and the contract was finally let for boat of wood with every precaution for protection from fire.

STREET PAVING IN 1903.

Asphalt.

Bituminous Macadam.

Carbolineum Wooden Blocks.

Brick.

Stone Blocks.

Gravel.

Various streets, aggregating..... 49,300

Macadam.

Asphalt Repaired.

or 2.19 mi artificial stone sidewalk laid, 6 to 15 feet wide, 278,060 feet, or 52.66 miles. Wooden sidewalk laid, 79,413 feet, or 15.04 miles. Total new sidewalk, 67.70 miles.

a full flat bottom, will draw not over \$\frac{5}{2}\text{ on the boat will be occupied by the ma-feet of water and be propelled by twin chinery. Several thousand feet of hose screws. The material is Oregon yellow must also be provided. Thus by the time

Street—
Alder, from Sixth to Lownsdale...
Washington, from Sixteenth to City Park...
Seventh, from Taylor to Burnside...

Park avenue, from Forest street to City Park
Madison street, from Forest street to Ardmore avenue
Douglas avenue, from Park avenue to Madison street.

Ardmore avenue, from Park avenue to Madison tsreet.

First, from Madsion to Stark street.

Washington, from First to Third street.

Tambili, from First to Fourth street.

Albina avenue, from River avenue to Page street

River avenue, 100 feet south from Albina avenue.

Madison, from Second to Fifth street.....

Various streets, aggregating.....

Third, from Main to Gilsan street.
Sixth, from Morrison to Irving street.
Morrison, from Front to Chayman street.
Washington street, from Third to Sixteenth street.

heads. The first compartment will contain chain lockers, the second stores and hose reels, the third the two bollers and coal bunkers, the latter formed on each side by steel bulkheads, and the fourth the pumping and propelling machinery.
Over the center of the vessel will be built a deckhouse 70 feet long and 14 feet wide amidships, occupied in the order named beginning at the forward end by a nozale-room, the boller uptakes, feed pump and piping, engine-room, bath and tollet-rooms and hoseroom. On top of the deckhouse will be the pilot-house, and there will be a trunk skylight over the

steel cast in Portland. Two Taylor water-tube bollers with a combined heating sur-face of 4500 square feet, tested to a work-ing pressure of 250 pounds per square inch and guaranteed to evaporate 18 tons of water an hour, will furnish steam. They will be fed by two Worthington Admiralty pumps. Fire pumps of the latest design are now being built for the boat, having been bought by a separate contract. They will have a combined capacity of 6000 gai-

lons, equal to 34 tons, of water a minute. Each of the two pumps will have two steam cylinders of 17 inches bore and 11 inches stroke and two pump-cyclinders of 10 inches bore under 160 pounds pressure will make 213 revolutions a minute. There will be two 18-inch sea valves, one on each side, with strainers to prevent solid matter from entering the pumps. The delivery mains from the pumps will be reduced from 12 to 10 inches, and will run under the deckhouse to the nozzleroom, where they will combine into a manifold. To this will be connected ten His-inch hose valves, having handwheels and couplings projecting outside through the house. Branches from the main will connect to a standpipe reaching to the top of the pilot-house, where a manitor or water-gun will be placed.

Water-Tower of New Design.

In order to enable the fireboat to do good service at the lowest stage of water in the river against a fire on any of the highest wharves, Mr. Hellin has decigned a water-tower especially for this craft on the same principle as the portable water-towers used in many cities. It will be placed forward of the pumps and will be worked from a platform above the skylight. One man will operate it by hy-draulic pressure and at its full fielight it will have a three-inch negale 40 feet above the water line, which can be turned inany direction. It will throw all the water any direction. It will throw all the water that both pumps can supply with such force that it will tear down a building, or even knock a hole in a brieg wall. Its greatest usefulness will be at low water, when the boat will be 25 feet below the level of the docks at some places.

Electricity generated on boad will light the boat and will also formula an all took

pacity of the Seattle fireboat, and ten

in fact, that city has only boats built for other purposes which have been convert-ed into dreboats. It will have a speed of ten miles an hour and will throw 14 streams of water, any number of which will reach a height of 150 feet above the water line. While the contract price of the boat and

pumps, including other machinery, is well within the limit of cost, the margin left is not too large for the extra equipment to be bought. The electric light plant, mon-itor nozzle and water tower are not in-cluded. It will also be necessary to dredge out a slip into which the boat can back out a slip into which the boat can back. The boat will be 115 feet long over all so as to be always ready to start out in and 102 feet long between perpendiculars. Its molded breadth will be 25 feet, its the foot of Siark street. A house for the molded depth 8 feet 6 inches, and its discrew will also have to be built on the placement about 240 tons. It will have

to the Pacific Coast. Their management and improvement is in the hands of a Park Commission, which has at its disposal a revenue of \$17,000 to \$18,000 a year derived from a special tax of half a mill provided by the new charter.

Beginning of Park System.

A beginning at the creation of a system of parks was made when the city was in its infancy. In December, 1862, W. W. Chapman by his plat of the town set apart a strip one block wide extendthere will be a trunk skylight over the boliers and machinery. The tops of the deckhouse and pilot-house will be protected from sparks with metal sheathing. The boat will be propelled by two high-pressure, tandem marine engines of 14 linches stroke. The propellers will be sectional, five feet in diameter, with four biades, which, like the struts, will be of trul care known as the Plaza, to the same purpose. Mr. Chapman made a further donative or the same purpose. Mr. Chapman made a further donative or the same purpose. pose. Mr. Chapman made a further donation under agreement by which the city partly purchased the six and a half blocks from Mill street south to Caruthers' donation claim in December, 1887, and less than three years later the city made the stretch of park blocks continuous for 13% blocks by the purchase for \$5500 of the two intervening blocks between Clay and Mill streets. The year before this purchase John H. Couch had made another string of park blocks in the same tier by the plat of his addition. This made a park extending through the heart of the city for nearly 20 blocks, with a break of only nine blocks between Salmon and Ash, the total area being ten acres. A tract of five acres in South Portland, which was named after its donor, was set saide by James Terwilliger in September, 1864.

Purchase of City Park.

The first step taken by the city to acquire land for a park on a large scale was taken in February, 1871, when 41 acres on the Amos N. King donation claim on Portland Heights was bought for \$32,624 and named City Park. From its location within easy distance of the business center and yet on the rugged hills which give an unparalleled view of the grand setting which nature has given the city, this has become the most popular of the open air spaces and on it the Park Commission has expended most money and care. It abounds in velvet lawns, bright flowerbeds abounds in veivet lawns, bright nowerbees, trees of every variety and is the home of a menagerie so large and varied that many a much larger city might well be proud of it. The late Governor Sylvester Pennoyer made two donations aggregating six acres on the heights near Spring and Fourteenth streets, which bear the nume of Governor's Park, in the years 1886 and 1901.

The City of Albina before its annexa tion, had bought for \$5,000 20% acres in June, 1891, which were given the name of Columbia Park and became the property of Portland on the annexation of level of the docks at some places.

Electricity generated on boad will light the boat and will also furnish an 18-inch searchlight projector, to be located forward of the deckhouse.

The Portland fireboat will be the only first-class craft of its kind on the Pacific Coast, for it will have four times the capacity of the Sauttle fireboat and created by the plat in December, 1870, and an acre in Albina Homestead was bought of E. Mallory for \$11.200, in July, 1891. Another small park on the East Side was created by the plat of Ladd's Addition, south of Hawthorne avenue.

City's Largest Park.

The largest park tract owned by the city is Macleay Park, which consists of 108 acres in a deep guich traversed by the Cornell road on its way over Willamette Heights. This has been left in its natural wildness, for the commission wisely decided that any attempt to improve it would improve away its chief attraction.

This makes a total of 206 acres held for park purposes by the city at the beginning of last year. To this there has been added during the year Hawthorne Park on the East Side by lease for a term of years from the Hawthorne estate. It is a stretch of woodland having an area of about 11 acres and extending along the banks of a slough which parallels the Willamette, and a spring of pure water flows through it. A tract of about 35 acres in a canyon ind on the heights about three and one half miles south of the center of the city has recently been donated by B. M. Lom-bard and others. It is similar in character to Macleay Park and will need little work to make it accessible to the public. Thus the city now has a total area of 252 acres devoted to parks.

Improvements of the Year. The greatest work of the Park Commis-

sion in the past year was the provision of open air band concerts on Sunday afternoons in City Park and on two other evenings of each week in other parks. For this purpose handsome bandstands were erected in City Park, the Plaza and other desirable locations in the other parks and the concerts were given in rotation in the different places, so that the people of all sections might have a share of the music. In City Park a new peacock house has been built, the elk corral and barn have been moved to better locations. toilet-rooms have been built, new walks laid and flowers planted in ornamental de-signs. The commission has cleared out the more unsightly trees, such as poplars, from the park blocks, will lay cement walks along the four blocks from Salmon street south and will preserve its native forest trees and turf with a view to leaving these blocks open. Rows of elms will be planted along these blocks in order to gradually develop a shady drive for their whole length. The practice of allowing the use of several park blocks for carnivals has been definitely abandoned, as it has been found to damage the turf and trees. There is a decided variety of trees on these blocks, including the elm, catalpa, iolanthus or tree of heaven and some varieties of oak.

Boulevards to Connect Parks.

The commission is working to improve all the parks in turn and make all the improvements permanent in order to carry out a general plan. In fact, the commishas before it a scheme of Colonel L. L. Hawkins, one of its members, to connect all the West Side parks by a system of drives or boulevards, so that the

people can go from one of the city's beau-ty-spots to another in carriages. A glance over the list of trees growing in the parks will suffice to disabuse the PARKS BEAUTIFY CITY.

Many Breathing-Spots Result From Private Gifts and Public Purchase.

DORTLAND enjoys the possession of several beautiful breathing spots in the heart of its business area, as well as larger tracts in the suburbs, which

feet of water and he propelled by twin screws. The material is Oregon yellow fire and white oak, all in long lengths, the principal timbers, such as keel, keelson, the beat is fully equipped ready for service the appropriation will be absorbed. engine timbers, stringers, etc., being engine timbers, stringers, etc., being in one length from stem to stern, and all wood in the hull will be treated with car-bolineum avenarius. The frames have a moided depth of 14 inches over the keel and are sawed from double thickness of fir filtch. The planking will be three inches thick in two layers, the inner-layer running diagonally at an angle of PARKS BEAUTIFY CITY. .

or 2.10 miles