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PORTLAND IS MODERN CITY

Millions Are Spent Every Year to Bring System of Electrical Distribution Thoroughly Up to Date.

By Benage S. Josselyn, President Portland Railway, Light & Power Company.

THE Portland Railway, Light & Power Company owns and operates all of the existing city street railway lines and all the electric lighting and electric power service in the city of Portland and its immediate suburbs. It is spending, in addition to receipts, something over $2,000,000 per annum for extensions of street railway and electric lighting lines, to meet the demands made for additional facilities caused by the tremendous growth of Portland in population.

During the past year the 15,000 horsepower generating station operated by water at Cazadero has been entirely overhauled and replaced with new and modern apparatus; an additional 5500 horsepower waterwheel, directly connected to 3000 kilowatt alternating current, 60-cycle generator, has been decided upon, and orders will be placed as soon as all details have been arranged, which will still further increase the generating capacity to that extent within the next six or eight months. In addition to the generating station at Cazadero the company owns and operates another waterpower station at Oregon City of 12,000 horsepower; it also owns and keeps in readiness for operation as a relay an up-to-date, modern steam generating plant in North Portland for emergency, approximating 5000 horsepower. It also owns and holds for emergency another steam station at Boring, on the O. W. P. line, of 1000 horsepower. It is the plan of the company to at all times keep about 5000 horsepower ahead of the immediate requirements, so that any unusual increase in demand may be met quickly.

The entire distributing system is being overhauled and modernized, at great expense, in order that Portland may be strictly up-to-date in modern electric as well as street railway appliances. No other city in the United States is being so greatly favored with up-to-date modern electrical appliances and street railway equipment as is Portland. For example, the main distributing substation, located at Seventh and Alder streets, is to be replaced completely with new apparatus of the most approved type, which will entirely overcome the former objections of the insurance underwriters to 500-volt direct current commercial service. A new distributing substation will be built without delay on property owned by this company, at the corner of First and Jefferson streets. An addition will also be made to the steam generating station in North Portland for the purpose of making it another distributing substation. The fine substation or distributing station on Knott street in East Portland, as well as the one at Sellwood, will also be given increased capacity.

A modern, up-to-date underground system is now being constructed in the business district of the city, so that all overhead wires, except trolley wires, will be placed underground and removed from the streets, which will not only beautify the city, but will add greatly to the safety of the public.

A large storage battery will be installed at the substation at Seventh and Alder streets, which will supplement both the lighting and trolley service, so that in the event of current being interrupted through any cause the battery will carry the load for at least 30 minutes. Very few cities are protected by such extraordinary apparatus, as the cost is very large, the initial cost of installation in this instance being about $200,000.

The company furnishes all of the city street lighting by the use of magnetite lamps, the most modern, efficient and satisfactory arc lamp in existence. The service is rarely interrupted and the streets of Portland, where these lamps are placed, are better lighted, on account of the short blocks, than almost any other city in the United States.

One hundred and fifteen new cars have been added to the equipment during the past 12 months, increasing the total number 33 1-3 per cent. Twenty-five of these cars are what is known as the pay-as-you-enter style and are in keeping with the advanced ideas already adopted in many Eastern cities. They have met with much favor by the public, and it is the plan of the company to change gradually throughout the city to this style of equipment. They not only provide greater comfort for passengers, but better protect the revenues, and on account of the conductor always remaining on the rear platform, will prevent many accidents in starting cars before the platform is cleared.

Clubhouses for employes have been erected at Piedmont and Savier street carbarns, and others will be erected at East Ankeny street and Sellwood carbarns. These clubhouses are provided with all modern appliances for recreation and mental improvement, and afford resting places for the men, thus doing away with the desire to visit saloons or other questionable places.

Railway block signals have been established on the Mount Scott and Mount Tabor lines, also on a portion of the O. W. P. division, which obviate delays in waiting for cars moving in opposite directions, as well as being an additional factor of safety in operation. A modern freight house has been constructed on the riverfront, upon propery owned by the company in East Portland, near the end of the Madison-street bridge.

Much additional copper wire has been strung during the past year, to augment the railway feeder system made necessary by the increased number of cars put into operation.

A new car barn will be built in Golf Links Junction, Sellwood, with a capacity of 70 cars, with over 8000 feet of track. Heretofore the cars of the O. W. P. division have been housed at East Portland shops and Milwaukie; both of these will be done away with as car barns and the facilities will be used for other purposes.

A new ferryboat, costing approximately $35,000, is now being built for the company, to be used in carrying passengers across the Columbia River to and from Vancouver, Wash. This business has grown very rapidly and the present ferryboat is no longer adequate to handle the traffic. The new boat will be placed in operation early in the year 1909.

In addition to reinforcing and modernizing the railway and electric system as a whole, the company conributes many thousands of dollars each year, by assisting in the improvement of streets upon which its railway lines are located. Approximately ten miles of such street work are contemplated during the ensuing year, most of which will be relaid with new rail on concrete foundation and paved with Belgian block, vitrified brick or some other form of hard surface improvement.

The principal owners of the company are located in Eastern cities, but very large interests are held by Portland people and institutions. All are of one mind, that Portland has presented and still presents the most remarkable, substantial growth of any city in the United States, and those interested in the property have no fear of making additional investments that are required to keep pace with the growth of the city and its environments.

FINE HOMES CITY'S PRIDE

Ideal Residence Conditions Prevail and Attractive and Artistic Houses Have Been Built on Every Side.

By George M. Hyland.

THE average Portland home is a rare combiantion of art and nature, such as can be found in no other part of America, and it is doubtful if in the whole world so splendid a combination exists.

Portland is a city grown prosperous in the development of native resources and rarely beautiful by environment of age creation, and her wealth and beauty have been steadily advanced by a rugged, cosmopolitan people who came with the genius of necessity, the art born of love and the poetry of conjugal sentiment, to found their homes in this ideal scenic and climatic region of the new world.

In most cities of the old world, a fine regard for interior beauty is very commonly accompanied by complete indifference as to the exterior. Some of the homes most artistic or splendid within, are positively ugly on the outside. They may please the comparatively few who enter, but give no sense of gratification to the many who pass in the street. Truly may it be said of them, that "silent and cold and stern, they add to the forbidding aspect of the town."

New York and London are glaring examples of the custom of wholesale construction of a single idea in architecture that is wearisome in its monotony. Within, there may be many degrees of elegance and luxury; the individual taste asserting itself in every detail, but the outside is ugly, cold, cheerless and forbidding.

Not so with the Portland home, for the inspiration of environment is manifest in the work of the builder, and due regard was had for the passer-by as well as for those within the gates.

Our native wealth of forest decreed that in this age, our dwellings should be of wood, and the builder's art has enabled us to enjoy a wide variety of design in construction at a minimum cost. Perhaps nowhere else today can be found building materials of so fine a grade at so low a cost.

In the southern part of the city, on the banks of the beautiful Willamette River, are many handsome semi-suburban homes, with their splendid acres and natural landscape environments that must rival in picturesque beauty any spot on earth.

The magnificent and costly new homes on Portland Heights, in their charming setting of winding, forest-bordered streets, give us a glimpse of nature grandeur in homebuilding that has been the dream of landscape artists and the homelover of every land. The fortunate owners of these splendid homes in this rich locality may view from their windows the business activities of the interestingly wonderful Rose City, that extends from in front and below to the banks of the Willamette.

Across the river, on its crescent-shaped eastern bank, may be seen some 30,000 other homes, uniformly well kept, and the pride of a great city. These smile invitingly to the older part of the city, welcoming alike the long-time resident and newcomer who join with them in the delineation of the home beautiful.

The result is that during the last five years nine-tenths of the homebuilding of Portland has been conducted within this huge amphitheater, that partly encircles and looks out upon the business streets and residences of the older city.

Floriculture is as much a part of Portland home life as the house itself, and the stranger is impressed at once with the many miles of rose-bordered streets and avenues, that present a beauty so rare as never to be forgotten.

Adding to the wealth of our fair city and enriching the comfort of her home and business life are more than 25 miles of hard-surfaced streets, to which will be added a like amount in the year 1909.

Above and beyond the Portland Heights district is another neighborhood of art-in-nature homelovers, who are building Council Crest. From this proud eminence, now dotted with artistic dwellings, is a glimpse of scenic grandeur that would cause a stoic to lose his poise.

Whether looking outward or downward from this commanding viewpoint, or upward and outward from the banks of the famed Willamette, a home in Portland has scenic endowments from the Creator that surpass the storied landscape wonders of the most favored regions of the old world.

In the wealthier portions of our residence districts there are imposing plazas, noble sites crowned with worthy structures, where the architect has worked out the detail of his art, and the landscape gardener by his genius, embellished the works of nature. To be the possessor of a home in Portland might well be the ambition of any nature-loving man or woman on earth.

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