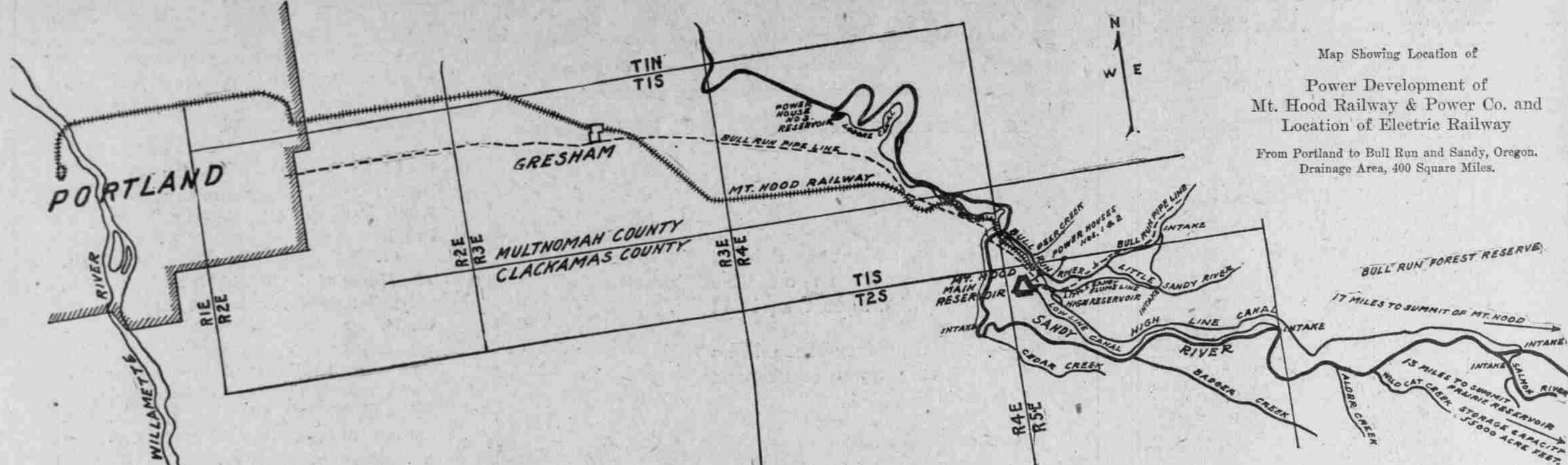


MT. HOOD RAILWAY & POWER CO.



Map Showing Location of Power Development of Mt. Hood Railway & Power Co. and Location of Electric Railway From Portland to Bull Run and Sandy, Oregon. Drainage Area, 400 Square Miles.

TAKE CONTRACTS NOW

Company Is Now in a Position to Take Contracts for Power in Any Quantity for Delivery Next Summer

WORKS UNDER CONSTRUCTION

4000 HORSEPOWER Steam Plant. This first unit of the auxiliary steam plant is being built on a tract of land purchased from the Peninsula Lumber Company and will be in operation not later than April, 1911. The machinery is being installed by Chas. C. Moore & Co., Engineers, and this plant, when completed, will be one of the most modern and up-to-date steam plants on the Pacific Coast.

60,000 HORSEPOWER Hydro-electric Power Plant on the Sandy and Bull Run Rivers. This power will be developed as rapidly as the market demands and transmitted by a number of transmission lines to Portland and vicinity. The first development of 16,000 horsepower at power-house No. 1 will be ready for delivery to our prospective customers not later than September, 1911.

ELECTRIC RAILWAY SYSTEM—The first section is now well under construction and will connect Portland with the company's power plants and with the scenic beauties of Mount Hood, tapping an immense lumber, farming and tourist district. Future extensions of this line and the building of other proposed lines will make tributary to Portland rich and, as yet, undeveloped sections of the country.

Directors

- E. P. CLARK
- R. C. GILLIS
- W. D. FENTON
- C. B. SMITH
- C. W. MILLER
- F. C. FINKLE
- A. H. TREGO

Staff

- C. B. SMITH, General Manager
- E. W. BOWNESS, Mgr. Light and Power Department
- SMITH, KERRY & CHACE, Engineers.

OFFICE:—Commercial Block, Portland, Or.

WORKS:—Bull Run, Or., and Portland, Or.

PORTLAND PACKING HOUSES MAKE EXTENSIVE MARKET FOR LIVESTOCK

Farmers of Pacific Northwest Are Unable to Supply Demand for Cattle, Hogs and Sheep, and More Stockmen Would Profit in Oregon and Neighboring States.

By C. C. Cobb, President Union Meat Co.

FOR the past two or three years, or since the advent of the packing house and stockyards was first a theme of conversation in Portland, there has been a good deal of comment, many interviews and much speculation as to what the future of the livestock industry will be in the Pacific Northwest. There are men who doubted the optimistic beliefs of those who had seen the proposition worked out in other places, and, strange to say, some people most vitally interested had much to say against the prospects of the livestock industry ever amounting to what was predicted.

For the past year, or since the Union Stockyards in North Portland were opened for business in September, 1909, Portland has ruled as the highest livestock market in the United States. There has been a large and growing demand from many sources, which had never patronized Portland in previous years, with the result that the market has broadened into proportions which are little short of marvelous, considering the few months that this industry has been in existence.

The establishment of a modern packing house in Portland with its facilities for finding additional outlets for manufactured product has been partly responsible for this, but not altogether, as the impetus which the Pacific Northwest, particularly Portland and Oregon, has gained in the last few years, together with the rapidly-increasing population, has tended to create a local demand far in excess of the supply. The result is that those in the livestock industry who have listened to the voices of the prophets, are reaping handsome returns for their far-sighted policy and are obtaining prices which were never before paid in this community for cattle, hogs and sheep.

Cattle have not been produced in quantities in keeping with the rapidly increased demand and for the last three years there has been a tendency toward higher prices. Each year the slaughterers find it more difficult to obtain their supplies even at the handsome prices which are being offered at this time. This is partially due to the fact that hay has been selling at extreme values for some time and many of the stockmen who formerly fed their hay to cattle during the winter have considered it more profitable to sell their hay and dispose of their stock cattle. The result of this policy is evident, and many of the ranges in Eastern Oregon have been depleted and entire herds of stock cattle sold off to buyers who came from Montana, Wyoming and Nebraska, to obtain the class of cattle which the Oregon stockmen were anxious to dispose of. At the present time light is beginning to dawn, and those who have been unfortunate enough to dispose of their stock cattle, are realizing their mistake and are making efforts to get back into the business. It takes from two to three and one-half years to raise a crop of cattle, and, therefore, we cannot look for much relief for some time to come even if all the stock raisers who have quit the business were to reform operations immediately. In consequence, the slaughterers of the Pacific Northwest, not only of Portland, but Tacoma, Seattle and Puget Sound territory are

forced to reach out into adjoining states, as distant as Southern California, Nevada, Wyoming, Montana and even Nebraska, to secure supplies and care for their demand. It seems a pity that this fact should be true, for money that is taken from the consumers for their meat supplies should be turned over to the grower in the immediate locality for his raw product. Thus, an endless chain of prosperity would continue and the wealth of the state would be kept at home. As it is at present, the money which is

money being sent out of the state for cattle, applies even more strongly to hogs, as it is a positive fact that the slaughterers of Portland, Tacoma, Seattle and Puget Sound country, import from 80 to 85 per cent of their requirements of live hogs in order to take care of their trade. Even this does not anywhere near supply the local demand for packing-house products, and it is necessary to import hundreds of carloads of meats and lard, which have been cured and manufactured in the Eastern packing-house centers. We feel after careful study that the hog industry shows signs of improvement in Oregon and Idaho and the signs seem to point to the fact that within the next two or three years the local supply will be greatly increased and the community be greatly enriched thereby. It was not so very many years ago that the immensely wealthy stock-producing states of Illinois, Iowa and Nebraska were considered poor on account of farmers turning their attention largely to agriculture, instead of livestock, but today there is scarcely a community in the great Middle West which is not prosperous, and the towns are rated largely by the amount of livestock shipped. In direct ratio the towns that handle the most livestock are the most prosperous. It tends to increase bank clearings, and as livestock is always paid for in cash the merchants of the town from which the livestock is shipped feel the benefit, as the farmers who bring their products into the city patronize their home stores.

A trip through the stockraising districts of Iowa, for instance, should convince the "doubting Thomas" beyond question that the livestock industry has made that state what it is and has produced great wealth, which is evidenced on every hand by the beautiful homes upon the farms, automobiles owned by the farmers, telephones, electric light plants, manufacturing institutions, etc., which have largely been the outcome of this industry. Oregon is famed as one of the greatest sheep-producing states in the Union. While this is true to a large extent, we are short of fat mutton about six

months out of the year because attention is largely turned to production of wool and not to the feeding of the sheep. While the demand for dressed mutton is more readily supplied from Oregon and the adjoining states than are the demands for either cattle or hogs, it is not unusual for local slaughterers to reach out as far as Montana, Idaho and even Denver during the winter to secure their supply. It is worthy of note here for those who have over-

STREETCAR SYSTEM IS ENLARGED.

The growth of Portland is indicated by the spreading out of the streetcar system operated by the Portland Railway, Light & Power Company. Some of the big items connected with the system during the past year are as follows:

Construction work.....	\$5,000,000
New equipment.....	\$ 690,000
Number of passengers carried.....	67,000,000
Maximum number of employees.....	4,500
Yearly payroll.....	\$2,730,000
Miles of track reconstructed.....	22
Miles of new track.....	13

paid for the manufactured product, fresh meat and mutton, is largely sent out of the community to distant states, where the far-sighted livestock men are reaping the benefit. For the year 1910, the average price of live hogs at the Portland Union Stock Yards, was \$10.31 a 100 pounds, or nearly 2 cents a pound higher than the Chicago market for the same period. This should be evidence enough to the people who are interested that there is a broad and rapidly expanding market for live hogs in this section, which is being very poorly supplied from local territory, and the same things which I have said in regard to

REMARKABLE RECORD MADE BY PORTLAND BANKS.

Few, if any other cities in the United States made such a good record in banking business during 1910 as did Portland. At the end of 1909 the total clearings for the year were \$291,028,890.61, an increase of more than 25 per cent over 1908. Last year, however, the aggregate clearings jumped to \$517,171,867.36, a gain of \$126,142,976.75, or 23.3 per cent in a single year. There was not a month in 1910 during which the banking business did not exceed the corresponding month of 1909. Even more significant is the fact that 1911 has opened in a way that indicates the mark established last year will be surpassed. A comparative table of clearings by months for the last two years follows:

	1909.	1910.
January.....	\$ 25,709,286.78	\$ 28,082,886.78
February.....	24,496,222.22	26,592,724.78
March.....	24,998,591.09	45,242,952.95
April.....	25,546,705.82	46,275,981.98
May.....	26,324,061.16	41,395,362.13
June.....	26,043,842.26	42,148,018.59
July.....	26,198,122.83	42,446,020.91
August.....	26,742,876.72	41,549,702.94
September.....	26,367,967.55	44,089,574.79
October.....	46,398,244.25	48,244,099.25
November.....	25,402,584.25	45,076,551.93
December.....	27,442,165.72	44,864,286.94
Total.....	\$291,028,890.61	\$517,171,867.36

looked the fact in the local newspapers that an Oregon Cotswold ram at the recent midwinter sheep show, held at the Army in this city, defeated the grand champion ram which had taken first premiums at the Royal Sheep Show in London, at the International Livestock Show in Chicago, and in fact everywhere he had been exhibited. This home-grown ram is considered by judges, the finest in its class which has been seen for years, and this alone

should speak volumes for Oregon, and the possibilities in the sheep and mutton industry in this community. Passing over statistics which would not be of interest to the average layman, I wish to say that we realize changes are taking place in this great and growing state of Oregon, and that while we have been passing through a pioneering stage in the livestock and packing industry, we feel that the dawn is beginning to break through

the darkness of the night and that we may confidently look forward to the time when the districts which are now uninhabited and isolated may be thriving communities and great producing factors, which will cause Portland and Oregon to be held up to the eyes of the entire Nation as at least one state in the Union which has reaped the benefit of her wonderful natural resources, and as the most desirable place in all the wide world to live and die in.

TWOHY BROTHERS COMPANY

RAILROAD CONTRACTORS

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213-14-15-16 Wells-Fargo Bldg.
Portland, Oregon

Offices:
Spokane, Tacoma, San Francisco and Portland