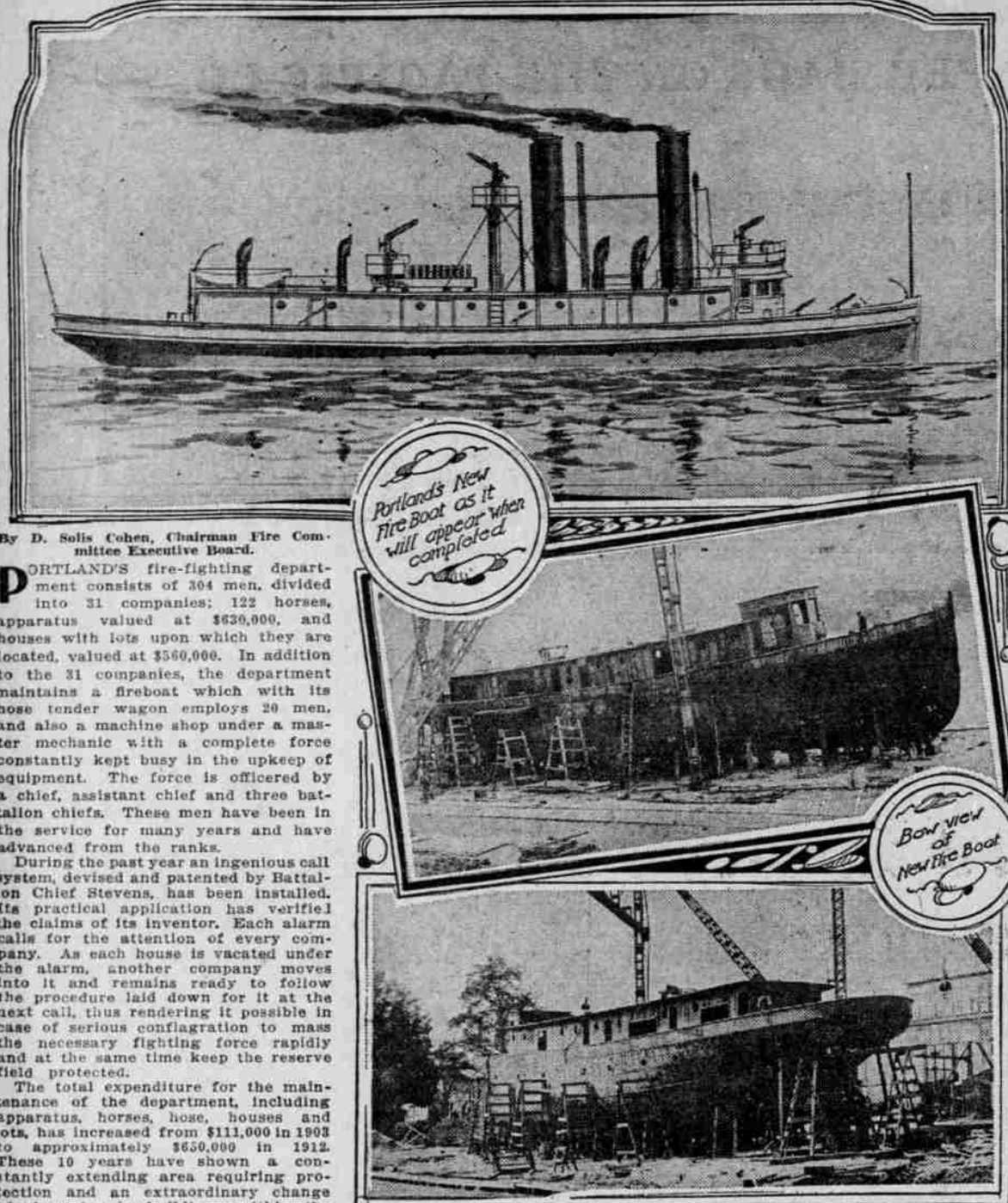


THIRTY-ONE COMPANIES, WELL EQUIPPED, GUARD AGAINST FIRE LOSS IN PORTLAND

Big Purchase of Automobile Apparatus Is Innovation of Year. New Steel Fireboat David Campbell Will Soon Be in Service to Protect Waterfront.



By D. Solis Cohen, Chairman Fire Committee Executive Board.

PORTLAND'S fire-fighting department consists of 304 men, divided into 31 companies; 122 horses, apparatus valued at \$530,000, and houses with lots upon which they are located, valued at \$500,000. In addition to the 31 companies, the department maintains a fireboat which with its hose tender wagon employs 20 men, and also a machine shop under a master mechanic with a complete force constantly kept busy in the upkeep of equipment. The force is officered by a chief, assistant chief and three battalion chiefs. These men have been in the service for many years and have advanced from the ranks.

During the past year an ingenious call system, devised and patented by Battalion Chief Stevens, has been installed. Its practical application has verified the claims of its inventor. Each alarm calls for the attention of every company. As each house is vacated under the alarm, another company moves into it and remains ready to follow the procedure laid down for it at the next call, thus rendering it possible in case of serious conflagration to meet the necessary fighting force rapidly and at the same time keep the reserve field protected.

The total expenditure for the maintenance of the department, including apparatus, horses, hose, houses and lots, has increased from \$111,000 in 1903 to approximately \$500,000 in 1912. These 10 years have shown a constantly extending area requiring protection and an extraordinary change of character in buildings within the business and hotel sections. This development of outlying districts and improvements in structure demands changes in apparatus and details of service, as radical as was the change from the old volunteer department to the system of today. Much attention has been given to this matter during the past year, and plans have been formulated for carrying into effect a gradual reconstruction.

The department has 122 horses now in service. The feed bill for the year 1911 amounted to \$19,685; for the year 1912 it will be slightly in excess of \$18,000. Horse-drawn apparatus for 1911 cost \$420,635; for 1912 it will reach \$450,000. In June, 1911, the city installed two pieces of motor apparatus, combined chemical and hose wagons. The upkeep of these wagons has averaged \$5 a month each. Each covered the first year about 25 miles of actual use. They could have made this about the city, taking in all its elevations, in a continuous run, in about three hours. Reports from various cities in which more or less motor apparatus has been installed, together with our own city's limited experience, justifies the expectation that after the cost of installation of motor apparatus is provided, the cost of conducting the department will be lessened and its efficiency materially increased. The city

has ordered and will add to such equipment in 1913 eight additional combination chemicals, one aerial truck and one gasoline engine. Thus 1913 should furnish an absolute test upon which a decision as to an entire transformation of the department may be based. The construction of the new fireboat has been one of the important undertakings of the year. The George H. Williams, now in use, was installed in June, 1904, at a cost of \$57,077.76. It has been well maintained and handled and has performed good service. The remarkable development of our waterfront, however, the growing industries on both sides of the river, the skyscrapers along the adjoining streets, the new bridges call for more powerful protective equipment. The new boat will be ready for duty in February, 1913, and will occupy the berth of the Williams on the East Side, which will be enlarged and altered to meet requirements. The old boat will then be thoroughly overhauled and renovated, and will be used as an auxiliary to the new boat. It will be housed, it is expected, in connection with the city docks, on the West Side.

The new boat, called David Campbell, in honor of the lamented late Chief of the department, who was killed in

the discharge of duty, will cost complete \$125,000. Its builders and others whose knowledge gives value to their opinion agree that no fireboat in service will be superior for its purpose to the David Campbell. It will have somewhat more than double the power of the Williams; will throw twice the amount of water, and will draw three feet more. There are more than two miles of piping in its boilers. The growth of the department from 1903 to 1912, with 1907 as the mean year, may be briefly indexed in round numbers:

No. of companies	1903	1907	1912
Members of department	141	223	304
Value of apparatus	\$2,500	\$33,000	\$107,000
No. of horses	102	109	122
No. of hydrants	605	1,000	3,200
Fire-alarm boxes	113	178	250
Miles of line wire	63	80	200
Feet of hose in service	23,000	51,000	60,000
Miles of underground pipe	25	25	25
Fire losses from an insurance standpoint	and from the angle of comparison with the annual premiums collected, show the city, it is said, as proportionately more profitable to the companies than any of the larger cities in the country.		

and a whole range of mountains in the background. The view can be equalled from no viewpoint in the world. Viewing the city from these heights at night, the motorist is almost convinced he is in fairy land, for he is confronted with more than 4000 street lamps and thousands of incandescents.

When firing of the city the motorist finds many excellent highways leading to various points of interest. To the east is Powell Valley, Section Line, Base Line Road and Williams Boulevard, all excellent roads leading to the Portland Automobile Clubhouse, situated on the Sandy River at the intersection with the Base Line road. The clubhouse and equipment are located on about 30 acres of ground; the ground is being parked and worked over by a landscape gardener.

Leaving the clubhouse and following the road leading across the river, a few miles brings one to a cliff overlooking the Columbia River Valley and a wonderful panorama lies before the motorist. This road is now being completed to Hood River and at the same time, through the club's efforts, the Mount Hood road will be made free and put in shape so it can be traveled, thus giving a round trip from Portland to Hood River, The Dalles, the Columbia River and return via the Warm Springs Indian Reservation, through the Mount Hood Pass, thus obtaining the greatest possible amount and variety of scenery.

Within the boundaries of Multnomah County are 500 miles of roads; 150 miles are macadam, 100 miles are gravel, the remaining number of miles being ordinary graded roads. These roads furnish many interesting and instructive drives. To a visitor they would be of unending interest and would furnish a surprise for almost every moment. The boulevards skirting the river and running over the hills back of Portland furnish a magnificent view of the city and surrounding country.

TRIPS AROUND CITY OFFER GREAT VARIETY TO AUTOISTS

Hundreds of Miles of Paved Streets and Delightful Country Drives Make Motoring Popular.

By W. J. Clemens, President Portland Automobile Club.

AS IN the days of the supremacy of the Caesars all highways led to Rome, so now all roads converge at Portland, Or., the strategic center of the Pacific Northwest and natural metropolis of an empire, still embryonic but yet greater in its present undeveloped state than many Roms.

That a municipality so ideally situated as Portland should offer to the automobilist unbounded opportunities for the complete gratification of his motoring proclivities is but logical. Added to the geographical location, equable year-round motoring climate and matchless scenic pavement laid at a cost of millions and maintained in cleanliness and repair by a most efficient municipal street department.

No city in the entire world can offer to the motorist such a diversity of viewpoints, showplaces and unique suburban trips as Portland. By the stranger, fond of the hum and bustle of the commercial and manufacturing districts, an entire day can be employed profitably. A drive along the docks and waterfront will give some conception of the enormity of Portland's commerce. Although located over 100 miles from the Pacific on the only freshwater harbor of the west coast, yet anchored in the stream or loading at the wharves will be found vessels flying flags of every maritime power and hailing from the four quarters of the globe. In the capacious holds of these carriers has been or is to be stored the products of the most prolific section of the United States, and the methods of handling for export the wheat, flour, fruit, fish, lumber, wool and other treasures from Nature's wonderful Northwest storehouse, are most enlightening, particularly to the visitor from interior sections.

Adjacent to the harbor front are many of the large manufacturing plants which add greatly to the city's fortunes. A visit to the steel mills, where are fabricated for the entire Northwest the bulk of structural iron and kindred products so essential to the development of the wonderful empire tributary to Portland, is both instructive and entertaining. Close by will be found the plant of the Eastern

CHURCH GROWTH IS RAPID AND CONGREGATIONS STRONG

Methodists Will Build Great Edifice This Year and Several Other Structures Will Be Erected.

BOTH in the number of their members and in the value of their property the Portland churches, as a whole, take high rank among those of other cities of the country.

The city has many churches of many denominations. Most congregations are housed in their own homes. Building activity among the churches keeps pace with that of commercial institutions. More than a dozen new church buildings were erected last year. Many of them are costly edifices, adding beauty and grace to the general architecture of the city. Work is under way on numerous other church buildings that will be completed within the present year. It is predicted that the usual number of new structures will be started in 1913.

Among the more notable building projects already launched is that of the First Methodist Church, which plans to erect a magnificent steel and stone structure on the site of the present building at Twelfth and Taylor streets. The recent merging of the First Methodist congregation with the Taylor Street Methodist congregation made this end possible. Services will be held

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in the Taylor-street building while work on the new house of worship is under way. The Taylor-street property then will be sold. Many new ideas will find expression in the new building, among them being restrooms and quarters suitable for social functions connected with the church.

It is probable, too, that the plan to erect a great Catholic cathedral will develop into definite action this year. The Catholic denomination remains the strongest, both numerically and in the value of its property, in the city. The aggregate membership now is in excess of \$7,000, it is estimated.

The Methodists hold second place with approximately 7000 members. There are 39 Methodist churches in the city.

There are 20 Presbyterian churches in the city. They enjoyed a gain of nearly 1000 members during the last year. These congregations are most active. A new congregation was organized last year at Gregory Heights. Work now is under way on the new Westminster Presbyterian Church in Irvington. It will be completed this year and will be one of the finest edifices of the kind in the Northwest.

Exclusive of missions Portland has 20 Baptist Churches with a membership approaching 6000. The Baptist Ministerial Union is an organization through which the pastors project unified plans to carry on a serious effort to improve the religious, social and church life.

The Congregational Church in Portland has had another prosperous year. The erection of three new churches last year has been followed by a gratifying growth in membership, the increase being about 40 per cent.

Another new congregation was formed a few months ago by the Christian Scientists. The membership is growing rapidly. The handsome home of the First Christian Science Church completed in 1911 is one of the most attractive church edifices in the city.

Eight congregations of the Disciples of Christ now flourish in Portland. They enjoyed a fruitful year. Two of their

congregations—Sellwood and Montavilla—moved into their own home community are the Adventist, Episcopal, Friends, Lutheran, Unitarian, Universalist and others.

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