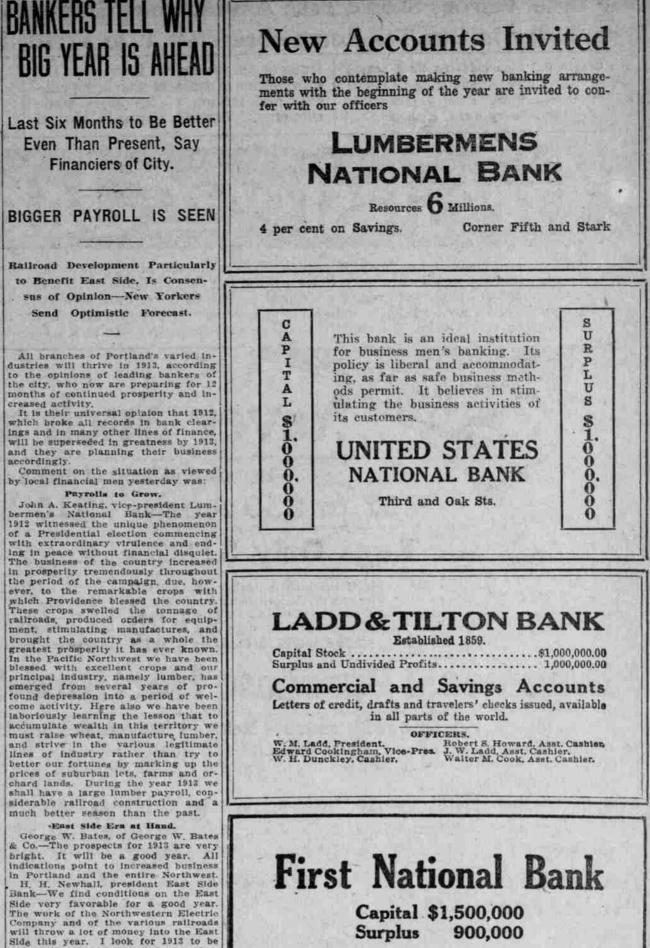


much better season than the past. The work of the Northwestern Electric Company and of the various railroads will throw a lot of money into the East Side this year. I look for 1913 to be every bit as good if not better than Compliations made of comparative section which consists of the sec Newsbey Selling Annual. F. C. Malpas, manager Canadian Harbormaster Speler made a personal Marine Notes.



Oldest National Bank West of the Rocky Mountains

TRANS-ATLANTIC LINES AMERICAN LINE | WHITE STAR LINE N. Y .- - Plymouth -- Cherbourg -- Southampton New York--Oueenstown--Liverpoo

printing The Oregonian's annual edition yesterday were stretched in a straight line, the full width of the ordinary newspaper's page, it would reach from Portlaud to Omaka on the east, more than 250 miles beyond the Mexican border on the south and to the vicinity of Juneau, Alaska on the

the vicinity of Juneau, Alaska on the north. The size of the paper and the volume of the edition exceed that of all pre-vious years with the exception of the annual of 1910, which was larger and of greater number than usual because it commemorated the 50th anniver-sary of the founding of The Morning and Sunday Oregonian. Testerday's edition consisted of 120,-000 papers. All will be sold and sent to almost every corner of the globe. People habitually buy the New Year's edition to inform their friends in other places of the progress and prosperity

places of the progress and prosperity of Portland and Oregon. The great bulk of the papers are sent by indi-viduals to individuals. In this way viduals to individuals. In this way they cover the widest expanse of ter-rifory and reach the greatest possible number of people. As such The Ore-gonian has come to be called "the time-keeper of Oregon's progress."

72½ Tons of Paper Used.

72½ Tons of Paper Used. This year's number consisted of 78 pages. The paper weighed one pound and four ounces each, making the total weight of the edition 145,000 pounds, or 72½ tons. Now the blank paper from which all newspapers of standard size, such as The Oregonian, secure their "raw material" is made up in great rolls 68 inches wide. Each roll consists, then, of one continuous sheet of paper. Each 508 feet of paper in these rolls

Each 568 feet of paper in these rolls weigh 32 pounds. This scale of weight and length therefore shows that the

and length therefore shows that the paper used in printing the edition, measured as it comes from the roll, was 2,301.748 feet, or 435 miles long. The width of the roll paper is split into four equal parts, giving the print-ed sheet the width of 17 inches. Thus, the full length of the printed pages, if placed end to end in a straight line, would be four times that of the blank rolls, or 1744 miles. This is virtually the distance from Fortland to Omaha, to Juneau and 250 miles more that the distance to the Mexican border. Enormous Work Required.

Enormous Work Required.

the most artistic pieces of newspaper work ever accomplished. The street scenes and the sectional views of the city present strikingly the growth and the metropolitan appearance of Port-land. The work was done entirely part cargoes, especially those in the scenes and the sectional views of the exceptions every steamer or saling inspection of the ship and ordered inspection of the ship and ordered that some brought by The Oregonian's regular staff of photographers and artists.

Big Presses Are Taxed

Two of The Oregonian's big presses in the basement of the building were busy for more than a week "running off" the special sections of the paper while not engaged with the regular ork of the daily and Sunday publica-All the special sections were com-

pleted several days ago. Attention then was directed to the work of print-ing the last or "news" section of the paper and of assembling the five parts ready for mailing. Here is where the circulation department and the me-

circulation department and the me-chanical departments were required to put forth their best effort. The circulation manager and most of his asisstants worked all Tuesday night and until 5 o'clock yesterday evening without stopping to rest or to sleep. So did the head pressman and February March April May sleep. So did the nead pressman and most of the men in the pressrooms. To save time the news section was run off on two presses at the same time. That is, two full sets of stereo-type plates were made and from two presses the full 22 pages were issued at the same time thus doubling the October ... November December

at the same time, thus doubling the output in a given time.

Grind Begins at Midnight.

The first press started running at two minutes before midnight. The second one started its monotonous grind 17 minutes after the new year The

had dawned. As fast as the papers issued from To the steamer Shna Yak is given the banner for being the first carrier to poke her nose across the Columbia the presses they were taken into a room where the five sections were as sembled. The regular carriers distribuid their papers "flat," that is, the was reported yesterday to the Merchants Exchange as the sole arrival of the day. It is assumed that their papers adopted by the same tempestuous conditions that best to be regular carriers were being supplied more than 30,000 pupers. While the regular carriers were being supplied more than 30,000 pupers, were wrapped and made ready for the morning until late last night the sales wore beavy and fast. Newsboys were supplied with no confusion. In former years there used the ship to cross in. Her deck was delayed 12 hours making port the ship to cross in. Her deck was delayed off, bergen the ship to cross in. Her deck was decidedly wet at times. The steam of the same tempers to supply every demand and that all will be cared for, regardless of the time of day or night. Some of the boys were on hand at midnight. Others didn't show up until 8 o'clock in the morning. Both were supplied alike. the presses they were taken into a room where the five sections were as-

didn't show up until 8 o'clock in the morning. Both were supplied alike.

Eleven Said to Have Descried From PULLMAN ASKS \$700,000 Ma'nshu Maru Since Arrival.

Washington State College Makes De

mand on Legislature.

jured Captain John Salter that he will be held at the Good Samaritan Hospital mand on Legislature. PULLMAN, Wash., Jan. 1.—The Board of Regents of the State College de-clded to ask the Legislature for an ap-propriation of between \$700,000 and \$750,000 for the expenditures of the state College for the next two years. This sum includes \$150,000, the esti-mated cost of a new agricultural building and a building for the mechanical department of the State College and the University be made a part of the National Guard, under training, but not liable to be called out for service.

finish. A statement of the business by months follows: Entered. I a cat, s months old, that will re-industries that are undergoing such trieve a bail or stick like a dog and os several other tricks. The feline was signed on at Buenos Ayres. I a cat, s months old, that will re-trieve a bail or stick like a dog and signed on at Buenos Ayres. Next of the tramps looked for in port prosperity. ntered. 12. 1911. Ton're. Vesseis. Ton' 108,552 485 880, 88,002 61 92,4 96,626 64 884, 111,618 76 61,1 97,727 80 81, 97,727 80 81, 103,117 78 56 91,1 103,117 78 51 103,607 85 99, 125,552 101 127, 136,268 84 110, 109,342 78 102, 128,322 77 196, Versel January 71 Pebruary 58 March 38 April 92 May 85 Trune 90 August 83 September 88 October 95 November 84 December 86 Totals 992 1.300,067 Cleared 107.794 \$8,277 95,391 105,567 95,955

103,415 89,771 110,925 118,582 113,820 116,480 105,564

Way Up Coast.

Deprived of an executive head be-cause the attack of his crew had so in-

25

65056839187918769 5798791879879 lowstone, Geo, W. Fenwick, Maverick and Temple E. Dorr, with the schooner Annie M. Campbell and the British bark Hougomont, the list having been forwarded to the Merchants Exchange 100,617 108,669

Week.

Date. .Indef. .Jan. .Jan. .Jan. Harvard. ...

San Fran. Jan. 3 San Fran. Jan. 4 San Fran. Jan. 4 S.F. to L. A. Jan. 4 San Pedro. Jan. 5 San Pedro. Jan. 6 San Pedro. Jan. 6 San Pedro. Jan. 6 San Pedro. Jan. 10 San Pedro. Jan. 10 San Pedro. Jan. 15 San Pedro. Jan. 15

in-



since she arrived. ROUGH BAR HOLDS VESSELS Ships May Not Get to Sea Until Next oany.

8596,233Week.With 659,000 feet of lumber aboard.Danks of New York advising me that
they expect the coming year to be far
more prosperous than 1912. The New
the little bark Albert, which is of 624
to shake a new main and fore-
towed to the lower harbor be informedWith 659,000 feet of lumber aboard.
Including redwood loaded in California.
the little bark Albert, which is of 624
to shake a new main and fore-
every year.Danks of New York advising me that
they expect the coming year to be far
more prosperous than 1912. The New
York banks naturally look to the peo-
to make good returns

that masters of vessels expecting to be towed to the lower harbor be informed that ships could not get to sea until next week, owing to the weather. Numbered with the barbound fleet are the steamers Alliance, Navajo, Yel-lowertees Gao W Ferwick Mayaries

Frank Bollam, passenger agent for the independent steamer lines, yester-day shifted his office to that of the Denver & Rio Grande system, at 124 Third street.

November Si 116,480 15 108,681 forwarded to the Merchants Exchange December 75 105,564 79 108,685 by wire yesterday. The Navajo has Totals957 1.259,541 915 1.470,284 been there since December 27, and the Alliance sailed from here Friday SHNA YAK LEADS 1913 FLEET night. No report was received from the harbors along the Oregon coast, but it is assumed that the conditions Camino Has Tussle With Seas on are much the same.

As the German ship Olona did not OSSA GETS TOW IN TIME Ship Reported Drifting Toward November 22.

Movements of Vessels.

Movements of Vessels. PORTLAND, Jan. L.-Arrived.-Steamer Camino, from San Francisco; steamer Ava-jon, from San Francisco; steamer Shna Yak, from San Francisco; steamer Shna Yak, from San Francisco; steamer Shna Yak, from San Francisco; Quesnotown, Dec. 3L.-Arrived.-British steamer Harley, from Portland. San Pedro, Dec. 3L.-Salled.-Steamer Resnoke, for Portland. Astoria, Dec. 3L.-Arrived at 2 and left up at 2:30 P. M.-Steamers Camino and Avaion, from San Francisco; Salled.-Steamers Senator, ford San Francisco; Northland, for Southeastern Alaska. San Francisco, Jan. L.-Arrived.-Steamers Salina Cruz; schoomers Crescent, George E. Billing; from Newcastle, Australia; bark R. P. Rithet, from Honolulu; Portland, from Ballona. Salled.-Steamer St. Heiens, for Portland.

2. Rilhet, from Honolulu, Portland, from Balboa. Sailed-Steamer St. Helens, for Cortland. Dec. 30.-Arrived-Magician, from San Prancisco for Liverpool. Shanghai, Jan. 1.-Arrived previously-Nisgara, from San Francisco; Panama Maro, from Tacoma; Robert Dollar, from Port-iand, Or. Suez, Jan. 1.-Arrived-Protesilaus, from Tacoms, for London. Southampton, Dec. 31.-Sailed-St. Pau, for New York; Victoria Luise (from Ham-burg), for New York. Yokohama, Dec. 31.-Sailed-Poleric, for Seattle.

Condition of the Bar, dition at the mouth of the river at 5 -Cape line down.

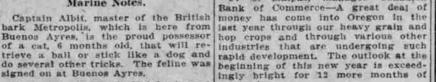
Tides at Astoria Thursday.

COLDS CAUSE HEADACHE AND GRIP.

LAXATIVE BROMO Quinine removes the cause. There is only one "BROMO QUININE." Look for signature of E. W. GROVE 23c.

St. Louis claims to lead all United State cities in dealings in horses and hogs.

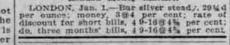
leattle.



R. L. Durham, president Merchants' National Bank-Business is better by far today than it was a year ago. At present everything points to a successful and prosperous 1913. I just re ceived a letter from one of the leading banks of New York advising me that



London Money Market.



Over

Bank

Chamber of Com. Bldg.

Fourth and Stark Streets





vor



AUSTRALIA AND NEW ZEALAND (Union Line of N. Z.)

SYDNEY VIA TAHITI AND WELLINGTON Direct through steamors, sailing from San Francisco. Jan. 8, Feb. 5, and every 28 days. The line to the lales of the South Sens. For reservations see Coupon Railroad Agents or address Hind, Rolph & Co., gan-eral agents, 679 Market St., San Francisco.