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Portland Is Distributing Center for Big Trade Area

In Both Freight and Passenger Traffic Steady Gains Being Made—Four Transcontinental Lines Serve Portland—Interurban Systems Extensive—Daily Trains Total 100.

FEW people seem to realize the importance of Portland as a railroad center. People that have occasion to use the railroads regularly, and when frequently, never stop to think of the enormous amount of traffic that rolls in and out of the city every day.

In speaking of traffic, in connection with a railroad, the speaker generally has in mind freight traffic, as that item furnishes the great bulk of the railroads' business. But the passenger side of the Portland railroads contributes substantially to the prestige of the city as a railroad center. So it is well perhaps, to contemplate the passenger situation here a while before proceeding on to the freight.

AMOUNT SPENT BY PORTLAND SCHOOL DISTRICT FOR IMPROVEMENTS.

Year	Amount
1900	\$120,241.53
1901	173,282.82
1902	215,577.96
1903	239,674.78
1904	280,000.00
1905	392,942.15
1906	527,177.82

Statistical reports recently compiled by the Union Pacific show that Portland transacts a heavier volume of passenger business than any other city on that line. This statement takes on added significance when it is remembered that a number of important Western towns are served by the Union Pacific, notably Omaha, Kansas City, Denver, Salt Lake City, Spokane, Seattle and Tacoma.

NUMBER OF TEACHERS IN PORTLAND PUBLIC SCHOOLS.

Year	Number
1905	428
1906	478
1907	528
1908	578
1909	628
1910	678
1911	728

Portland is the distributing point for an immense trade area. Most of the goods supplied for the territory is received here from the manufacturers or original producers and then redistributed in smaller quantities to the retailers. To handle all this traffic requires a thoroughly organized system that gives employment to scores of men.

know that four big transcontinental lines operate into Portland. They are the Southern Pacific, Northern Pacific, Union Pacific and Great Northern. Another important factor in the transcontinental service is the Spokane, Portland & Seattle Railway, commonly known as the North West route, operating between Portland and Spokane, connecting at the latter place with the Great Northern and Northern

Freight Traffic Gains. But important as the passenger traffic appears to be, it must be given secondary position when compared with the freight business. It is the freight tonnage flowing in and out of a city that develops it commercially. Portland long has been a leader in this respect.

As the principal wheat exporting city on the Pacific Coast Portland annually receives thousands of cars of grain from the interior. This movement is augmented by the daily receipts of livestock that is disposed of at the Union Stockyards here. Most of the other commodities produced in the Northwest, such as fruit,

FOREIGN IMPORTS AT PORTLAND. Merchant's Exchange Records.

	1915	1914	1913	1912	1911
Cement, barrels	1,100	1,100	1,100	1,100	1,100
Coal and coke, tons	1,200	1,200	1,200	1,200	1,200
Coffee, sacks	1,300	1,300	1,300	1,300	1,300
Crossed, barrels	1,400	1,400	1,400	1,400	1,400
Curtain and merchandise, packages	1,500	1,500	1,500	1,500	1,500
Flour, sacks	1,600	1,600	1,600	1,600	1,600
Hardware, feet	1,700	1,700	1,700	1,700	1,700
Hemp, bales	1,800	1,800	1,800	1,800	1,800
Iron and steel, tons	1,900	1,900	1,900	1,900	1,900
Liquors, packages	2,000	2,000	2,000	2,000	2,000
Meats, barrels	2,100	2,100	2,100	2,100	2,100
Millinery, hats	2,200	2,200	2,200	2,200	2,200
Peas, sacks	2,300	2,300	2,300	2,300	2,300
Pepper, bags	2,400	2,400	2,400	2,400	2,400
Produce, cases	2,500	2,500	2,500	2,500	2,500
Provisions, packages	2,600	2,600	2,600	2,600	2,600
Rice, sacks	2,700	2,700	2,700	2,700	2,700
Silk goods, packages	2,800	2,800	2,800	2,800	2,800
Spices, bags	2,900	2,900	2,900	2,900	2,900
Tea, packages	3,000	3,000	3,000	3,000	3,000
Tobacco, bags	3,100	3,100	3,100	3,100	3,100
Wool, packages	3,200	3,200	3,200	3,200	3,200
Wood, packages	3,300	3,300	3,300	3,300	3,300

man. Large freight yards must be maintained to handle the trains going in either direction. Did you ever see the freight yards in Portland? It is safe to say that few living here ever did. Travelers usually pass through the passenger depots hurriedly, getting a faint glimpse of the passenger terminals. They gain an incorrect idea that these few acres set aside for passenger trains consti-

tutes the entire terminal facilities of the railroads. But somewhere back of the terminal yards and sometimes only indirectly connecting with them are the freight yards where merchandise is assembled into cars, where cars are made into trains and where trains load themselves to the ceaseless energy that gives business to the railroads and provides earnings for the roads.

In Portland the Northern Pacific maintains extensive yards immediately west of the union depot; the Great Northern and North Bank roads have large yards adjoining the North Bank station and stretching out along the river front; the Union Pacific System—known locally as the O. W. R. & N. Company, has its principal yards near what formerly was the suburb of Albina, and the Southern Pacific has its

freight terminals on the river front at intervals south from the Harriman bridge to the company shops in Brooklyn. The Portland Railway, Light & Power Company also has large yards on the East Side. Some day when you want to learn more about your city and its industries take a walk through the freight yards and see what it is that makes the wheels of Portland go around.

Denny-Renton Clay & Coal Co., PORTLAND SEATTLE

The "Cheap" Road Costs Twice the Price of a Good Road

Do you realize what this means? The so-called cheap road costs twice as much as the VITRIFIED BRICK ROAD for thirty years, while the Brick Road gives four times the good road service.

There is a prevailing opinion that paving with Brick is far too expensive for general use, but the mistake that we have always made and which is now coming to be understood by the large majority of thinking people is that we have taken into account the initial cost only.

A study of the total cost, figuring in a conservative charge for maintenance for a period of several decades, will convince even the most skeptical that there is but one way to beat high taxes in road construction—

Build for the Future First Cost--Last Cost

Denny-Renton Clay & Coal Co., PORTLAND SEATTLE