

Development of Commission House District and Building of Modern Warehouses Among Important Activities—Large Expenditures Made in Street Improvements and Other Public Work.

Stettler and Company
Box Factory
Oregon and
Occident
Street.

Blake-McFall
Building
E. Ankeny
and
E. 3rd Sts.

By L. H. Wells.

Communism District Developed. The development of the communism district in the territory between the main avenue and the Willamette River went under way. The first five come during the past few years. The first is the **W. N. Glafke & Son** Company, which located in a 16,000 building at East First and at Alder streets. The building covers a half block. W. N. Glafke & Son released a lot at the northeast corner East Alder and East Third streets recently, and is now having a two-story business building constructed at a lot of 16,000 feet. The building will have stores and refrigerators. The Pacific Fruit & Produce Company also moved the East side last year. The re-

Important Structures Built.
Erection of the four-story building by O. E. Heints on East Ankeny between East Third and East Second streets at a cost of \$95,000 for the building and the addition of a boiler, was also an important enterprise for East Side. This is the most important building built this year on the East Side. The building, which is of concrete and brickwork, represents an investment of nearly \$100,000. F. C. Stietler completed a big factory plant near the East Side approach to the bridge at a cost of \$100,000. Another considerable industry was the new iron plant of the Pacific Iron Works on East Thirtieth street and Sullivan street, which is at the corner of the Western Coöperage Company completed a new plant covering five acres, representing an investment of approximately \$100,000. The building is its large plant from Aberdeen, Wash., to Portland, and now employs about 125 men. When in full operation it will employ 200 men. It is largely through the work of the old St. Johns Council that this highly important industry was secured for the city. The building and construction of a roadway from the Williams boulevard to the coöperage plant at a cost of approximately \$7000. The city council has authorized the Coöperage Company to erect a concrete warehouse this year at a cost of \$10,000, and has commissioned architects to prepare plans for two more buildings. The cost of these buildings will be \$50 by 200 feet and one story high, and the

The Benson Polytechnic School will be started early this year. Besides \$198,999 given by S. Benson toward the building, the school board has appropriated \$104,000, making a total of \$302,999 available. Erection of the trade school on the East Sixth street site, which will be the location of the city, it is pointed out, will take care of more than 2500 students, who will come from all portions of the city. The estimated cost of the school will be about \$154,000.

The first unit of the Franklin High School at Division and East Fifty-fifth streets, under the direction of the school board, has appropriated another \$192,999 for the second unit. Proponents are that the first unit will be completed by the end of the year and will accommodate 1000 students. The new 160 students in the Franklin High School located at the Creston and Glenview buildings will be added to the first unit. This structure will include about 15 acres. It is believed that the Franklin High School will be one of the largest in the country, and will have large numbers. Many new and modern features will be incorporated in this school structure.

It is probable that Mottsmann Camp No. 77, Woodmen of the World, will erect a clubhouse at the rear of the present building on East Sixth street, and will probably have a large hall under consideration, the camp having reached the 1000 membership mark.

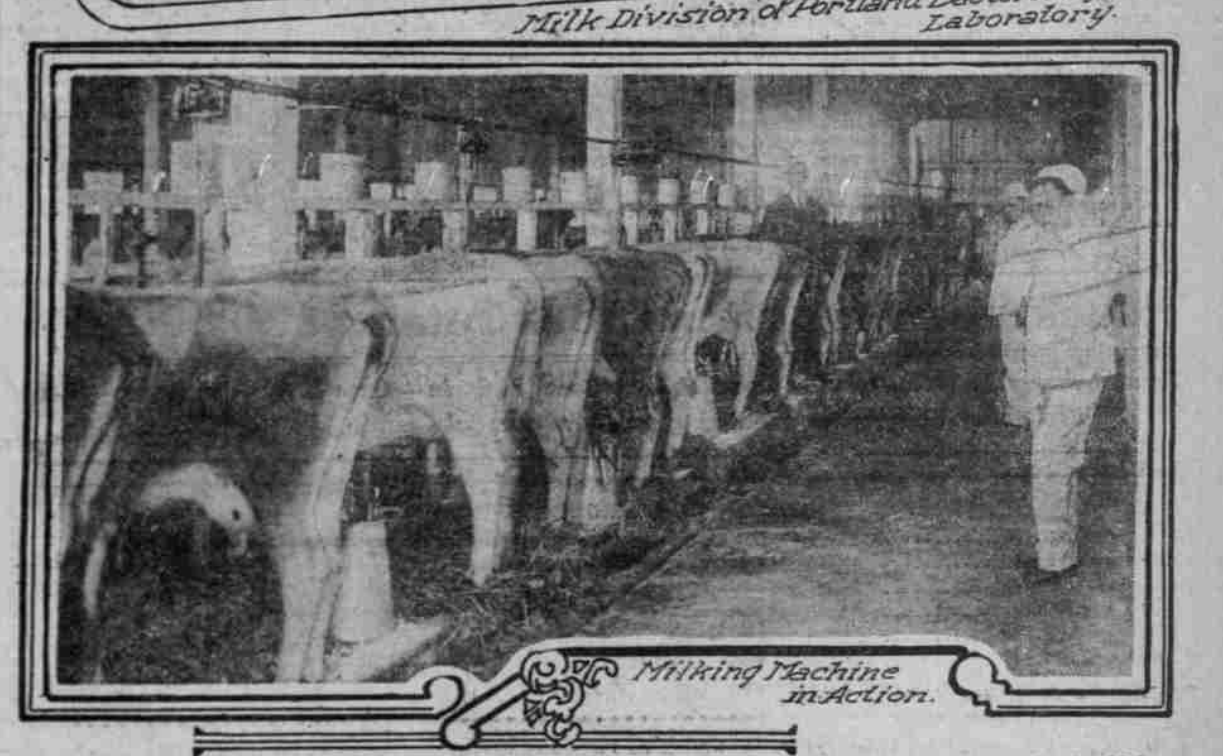
GRADE CROSSINGS TO BE ELIMINATED

The process provided by law for elimination of grade crossings is tedious and embraces separate proceedings for (a) the crossing, (b) the crossing to be let. These proceedings are intended to and do safeguard the interests of the city and of the individual.

The cost of the proposed viaducts will be in the neighborhood of \$500,000, of which amount the railroad company will have to pay over \$100,000. In addition, the city will have to pay for the estimate cost of lowering its track, which will mean over \$100,000 more.

Under the direction of the Commissioner of Public Works, the city engineers are preparing comprehensive plans and specifications covering the entire project. The cost of preliminary investigations and the preparation of the plans and specifications, and of the environmental control will be materially less than where similar work has been let to engineering firms in the past.

**High Standard of Milk Reached Through Co-operation of Dairymen, Health Officials and Public.
City Consumes 19,387 Gallons Daily, Two-Thirds of Which Is Delivered in Bottles.**



Pasteurized milk in Portland is regulated by the health department. Two of the plants have been closed for failing to check on their source of supply. The effort to maintain a high rating for their product is a constant one, and in setting a maximum degree of efficiency. About 90 per cent of the milk delivered at retail is pasteurized.

W. E. Bristow,

"Considering that Portland began milk inspection in 1909, the improvement made in the dairies and milk delivered is a very gratifying one. Reliable, and the improvement in the quality of the goods delivered is even more marked."

The improvement is due to a hearty spirit of co-operation between the dairymen, the city health officials and the consumers.

Portland's system of regulating the milk supply is based on the belief that the dairymen are more than willing to pay for it when it costs more; also that dairymen, on the average, are just like other business men.

216-217 Board of Trade Bldg.

Shaver Transport



Portland, Oregon

Transportation Company

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 M. F. Henderson,
 Cascoidea,
 No Wonder,
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J. W. SHAVER,
 Manager.

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