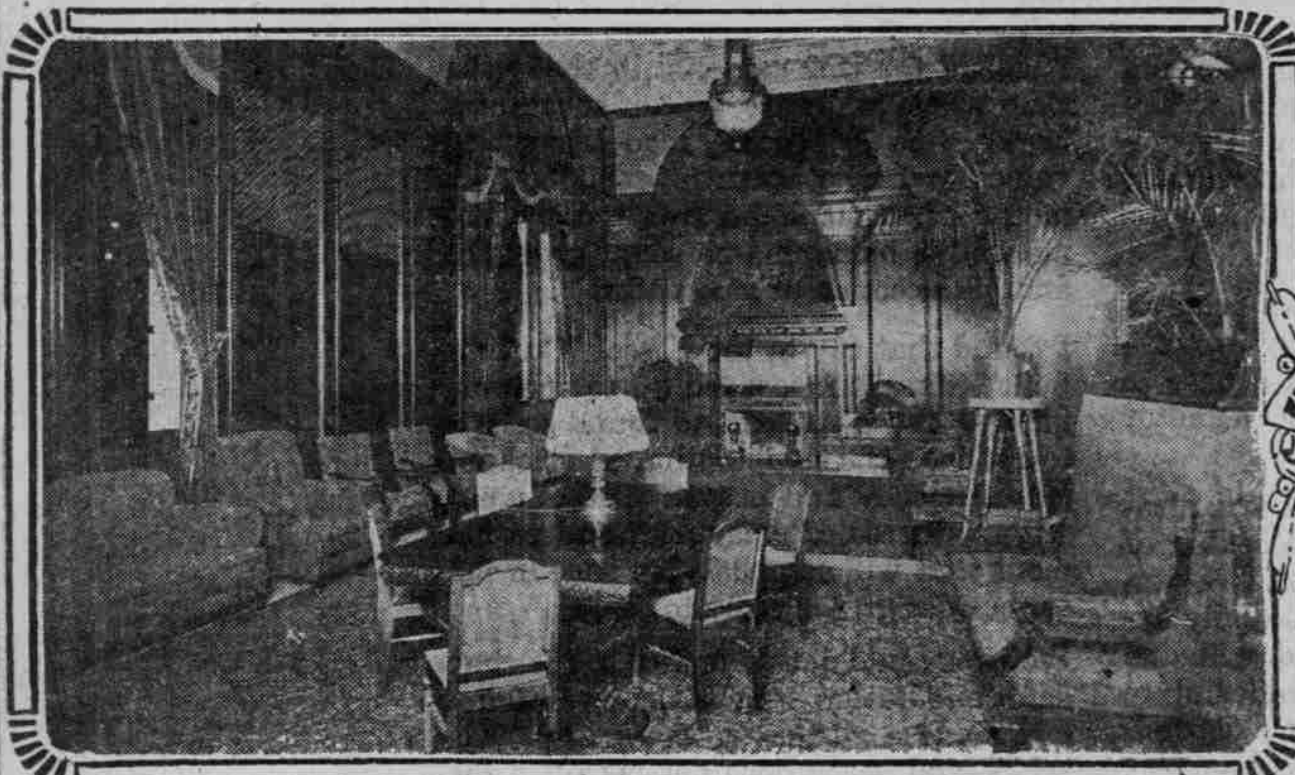


UNUSUAL DEMANDS ON CITY AND STATE HOTELS ARE ALL MET AND HANDLED WELL

Great Problems Have Presented Themselves During Past Season. When Large Thongs Were Here—Live-stock Exposition Alone Drew 12,000 People—Additional Facilities Needed to Care for Tourist Travel.



Dining Room of a Portland Hotel.



A Cozy Corner

By R. W. Price, President Oregon Hotelmen's Association.

THE year just closed may be reckoned as one of the most successful ever experienced by the hotel men of Portland.

Never in their history have such constant demands been made upon their resources, and never before have just the same sort of problems confronted them. After the abnormal conditions brought about by the war had passed, came a post-war situation with its attendant shortage and extremely high cost of labor, soaring prices of foodstuffs, of linens, and in fact of everything which goes to make up the first-class hotel establishment. These conditions have hit the hotel men more, possibly, than any other group of business men in the city.

Besides, with the end of the war, all restrictions against travel were waived, so that cities all over the country were flooded with an unprecedented number of tourists. Portland shared in this peculiar condition and, consequently, her hotels were and still are taxed to their utmost capacity. Yet notwithstanding this severe strain upon them, I am safe in saying that they have finished the year most creditably and satisfactorily.

One of the chief factors toward last year's success was the splendid spirit of co-operation manifested by the members of the Oregon Hotelmen's association. By standing together and working together as a unit we were able to help each other and, therefore, were in a position to serve the public better.

A concrete example of the efficiency of Portland's hotels and their ability to handle large crowds was exhibited during the week of the International Livestock exposition in November, when 12,000 visitors were comfortably taken care of without in any way disturbing or disarranging the service of our regular patrons. I believe very few cities of Portland's size can boast so excellent a record.

Next June will be the most trying time of all for the hotel managers of Portland with the Rose festival and the Shriners' convention coming almost together. Every available resource at the command of our managers will be called upon, yet I can say with great assurance, on behalf of the hotelmen of Portland, that they will be able to handle the situation.

COUNTIES AID HIGHWAY WORK

Multnomah, Clackamas, Clatsop, Marion and Yamhill Among Those Active in Construction.

MODERN highway work in Oregon has not been confined to the state highway commission during the past two years. County authorities have contributed materially to the good-roads movement.

In Clatsop county the county court has steadily proceeded on the plan of paved market roads. As a result there is a hard-surfaced loop road from the Astoria-Seaside road through Warrenton, with a branch to Fort Stevens. Travelers may take this loop road through Warrenton in nearly as short time as they can go over the unpaved main road.

Clatsop county paved four miles up the Lewis and Clark river in 1918, and four miles of concrete has just been laid from Astoria to Olney. This is a part of the inside route from Portland to Astoria via the Nehalem valley and is a distinct contribution to the good-roads movement.

During the past year Multnomah county finished paving the Canyon road to Beaverton and also arranged to have the state pave Multnomah county's part of the new Portland-Forest Grove highway near Beaverton. This county also finished paving the Riverside drive of the Pacific highway and laid several miles of hard surface in the city limits of Portland.

Lobby Scene, Main Entrance.

hotels on the scenic spots of our state to attract them.

We are now beginning to realize that there is a veritable El Dorado within our borders if we will build proper tourist hotels in the Mount Hood region, on Crater lake, on Eagle creek near the Columbia river highway and, in fact, every scenic point in Oregon should have its first-class modern tourist hotel.

To be sure, there are a number of hotels already established in this state, but most of them are absolutely unfitted for the housing of tourists in large numbers. Some of them could be modernized and made attractive and most of them need to have their service very much improved. The keynote to success in tourist hotel keeping is service of the right kind, and I would like to see better service in all hotels throughout Oregon.

I am in favor of starting an intensive campaign for tourist hotels throughout the state. In a campaign of this kind no one locally should be built up, but the entire state must be covered by this plan. There is so much to be done in this connection that I believe the most practical idea would be to form a hotel company, capitalized sufficiently to put up every tourist hotel needed at the present time throughout the state. A large company of this kind would be in a position to build a chain of first-class hotels and could run them in the most up-to-date and efficient manner. They would be in a unique position to maintain a high standard of service, of food and, at the same time, could keep to uniform rates. By making this plan statewide and controlling the management of the hotels through the company, a system could be inaugurated so that a tourist stopping at any one of these hotels would know exactly what to expect in the way of service, accommodations and rates at the next place.

Ideal Conception Detailed.

An ideal conception of this company should be to have it organized and financed by the people of this state, making it a community affair and thus do away with the idea of having any one private interest control the thing. This would also eliminate the idea of overcharging and profiteering.

The resort hotels should be built as economically as possible and be simple yet artistic as far as architecture is concerned, though they must be provided with every possible modern convenience. The average tourist demands comforts and does not want to "rough it."

We know what a tremendous competitor we shall soon have in Europe when ships are available once more for pleasure travelers, so that if we are to take advantage of our opportunity we must act immediately on this matter of tourist hotels for Oregon. The hotelmen of the state are eager to help in this movement, but they must not, nor cannot, bear the whole burden of it.

The increase in tourist business will benefit every business man in the state, no matter what his particular line may be. Because this is so, no one particular class of business men should be allowed to carry on this project but, rather, this should be a co-operative movement of all who are interested in the development and growth of the great state of Oregon.

Umatilla Highway Work Progressing

Total Outlay of \$1,271,190 on 143 Miles of Road Is Record.

ONE hundred and forty-three miles of highway construction is now under way in Umatilla county, the contracts representing a total outlay of \$1,271,190. This work has all been gotten under way since January, 1919, and is more than double the mileage under construction in any previous year.

The road work under way includes the completion of this section of the Columbia river highway and its continuation, the old Oregon trail. This, when finished, will span the county from the northwest to the southeast corner, connecting with Morrow county at one end and with Union county at the other. Extension of the Oregon-Washington highway from a point five miles south of Pendleton to the state line near Walla Walla, Wash., which will mean a second spanning of the county from the southwest corner to the north side, is another feature, and the third is the construction of a 40-mile post road between Pendleton and Cold Spring on the Columbia river. The first of two roads pass through Pendleton and the third has the county seat as a terminus.

The first project is cut up into four jobs, on which contracts were let as follows: From Morrow county line to Echo, completing four miles of construction on the Columbia river and constructing 16.4 miles of the old Oregon trail. The second job is the Echo-Pendleton stretch, which will take care of a piece of road that has been referred to as one of the worst in the state on the through highway. The third job is the Pendleton-Cabbage Hill stretch, 7.6 miles. The fourth is the Cabbage Hill-Kamela section of the same road, 28.8 miles, completing the trail to the Union county line. The completion of this road will relieve difficulties on a bad stretch of road over the Blue mountains.

The first job is practically completed, the second is well under way, the third was let in October this year and it is all ready to be started providing weather conditions do not interfere, and the fourth, under the county's direction, is already better than 40 per cent completed.



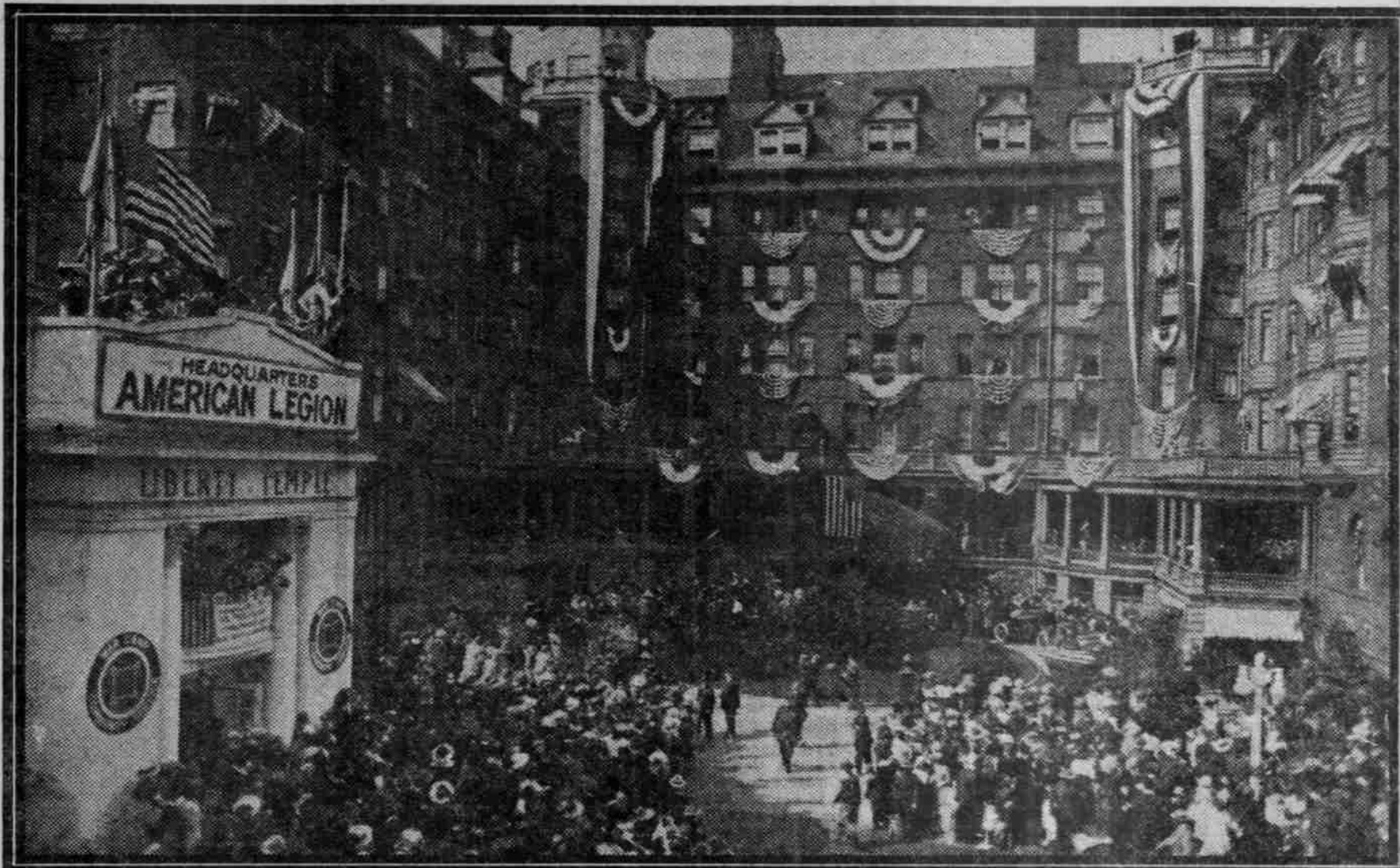
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