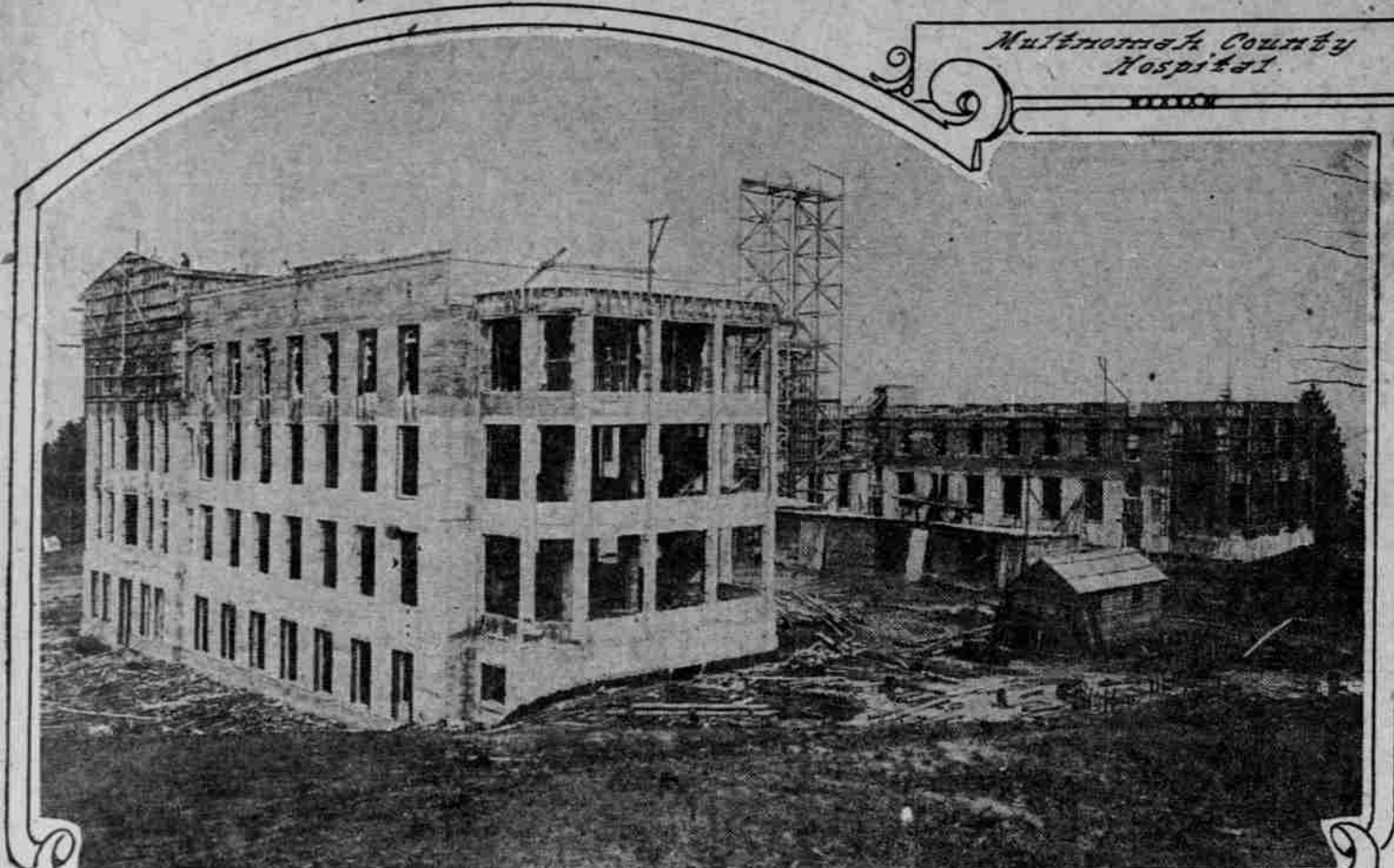


COUNTY HOSPITAL WILL BE MOST MODERN

Multnomah County Institution on Marquam Hill Will Be Second to None in West—Location Selected Is Ideal



WITH the beginning of construction work last fall on the new Multnomah county hospital on Marquam heights plans which had been formulated for many months took definite shape whereby this county and the city of Portland will have a public hospital second to none in the west.

This structure was begun in early fall and at the present time the ma-

sonry and heavy work is well advanced, but it is expected it will be at least a year before the hospital can be made ready for occupancy. The cost of the building when completed will be over \$1,000,000.

The building is located above Terwilliger drive, on the University of Oregon medical school campus, and the site is pronounced one of the finest possible for such a purpose. Away

from the noise and confusion of the city, on the heights, where pure air is abundant, the location is an ideal one from the standpoint of the patient and the view is such as to give renewed vigor and interest to the invalid. The structure is being made of reinforced concrete and is about 140 feet square, five stories in height. There will be accommodations for about 150 patients, in addition to facilities for operations of all kinds.

clinics, physicians' quarters and nurses' quarters. Although the work is being pushed as rapidly as possible, it is pointed out that hospital construction is unusually exacting, particularly from the standpoint of interior finish and installation of equipment, and it is scarcely possible that the year 1921 will see the building in actual operation, although it should be almost ready for use by the end of the year.

PORTLAND IMPORTS LARGE

Ten Months of 1920 Show Total Double That of Previous Years, Reaching Sum of \$7,588,652.

IMPORTS and exports passing through Portland in the first 10 months of 1920 were far greater, according to official government figures, than for any previous full calendar year in the history of the port. Imports received here during the period from January 1 to November 1, 1920, amounted in value to \$7,588,652. The nearest approach to this figure attained in any previous 12 months from January 1 to January 1 was \$3,799,424, which represents the value of imports for the calendar year 1918, and is approximately one-half of the 1920 record.

Exports from Portland for the full year of 1919 amounted to \$4,458,227 in value, and that year broke all previous records.

A close estimate of the exports for November, 1920, compiled from the manifests of ships clearing for foreign ports, gives the valuation of \$2,551,576, which brings the export total for the first 11 months of 1920 to \$52,725,340. The increase in Portland's exports is due chiefly to the growth of commerce with the orient and with Europe, which has followed the establishment of regular steamship lines

out of this port. As the movement of grain and lumber, which have for many years been the principal commodities exported from Portland, have been in about the same volume during the past year as in previous years, the gain must be attributed to general freight.

A comparison of the imports and exports of this port for the first 10 months of 1920, for which official figures are available, with those of previous years back to the normal times before the world war, is given in the following table:

The largest month of the past year in the value of imports was January.

This fact was due to the arrival here during that month of a single cargo on which the valuation was over \$1,000,000. This vessel, one of the trans-Pacific steamers of the Admiral line, brought a full load of furs and ivory from Vladivostok, Siberia.

The greatest value of exports for the 10-month period was reached in July, when the movement of the new wheat crop to Europe was at its height.

A month-by-month statement of the imports and exports for the 10-month period follows:

Month	Imports	Exports
January	\$1,258,653	\$1,417,452
February	353,727	99,211
March	925,551	4,539,525
April	417,149	3,917,086
May	456,883	3,412,514
June	890,889	2,706,422
July	1,211,519	9,608,347
August	825,967	5,612,446
September	912,239	5,375,887
October	345,653	9,459,963

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NINE POINTS OF INTEREST SHOWN IN ACCOMPANYING SKETCH

It shows, in part, the Portland Peninsula, which houses 80 per cent of Portland's population. All of the Peninsula being within the Port of Portland district, every property owner there is interested in and taxed for the dredging of ship channels and the development of export business for the Port of Portland.

The lower portion shows the Peninsula industrial district of North Portland, the location of 24 concerns which have sprung up within the past decade and which do a total annual business of \$125,000,000 and employ a small army of people. Many of the plants are ready to increase their output and go into the export business. They are now a big factor in building up the commerce of Portland.

The sketch also shows the only nationally recognized livestock center on the Pacific coast, the home of the Portland Union Stockyards and the Portland Cattle Loan company.

It shows the home of Portland's four leading meat-packing plants, including Swift & Co. These packers want to see other meat-packing concerns come here and help make this the biggest meat-packing center in the west, at the same time providing a better market for the livestock raised on the Pacific slope.

In the foreground is the widely-discussed North Portland harbor (Oregon slough), the key to a greater outlet for northwest livestock products via water to the consuming centers of the Atlantic coast.

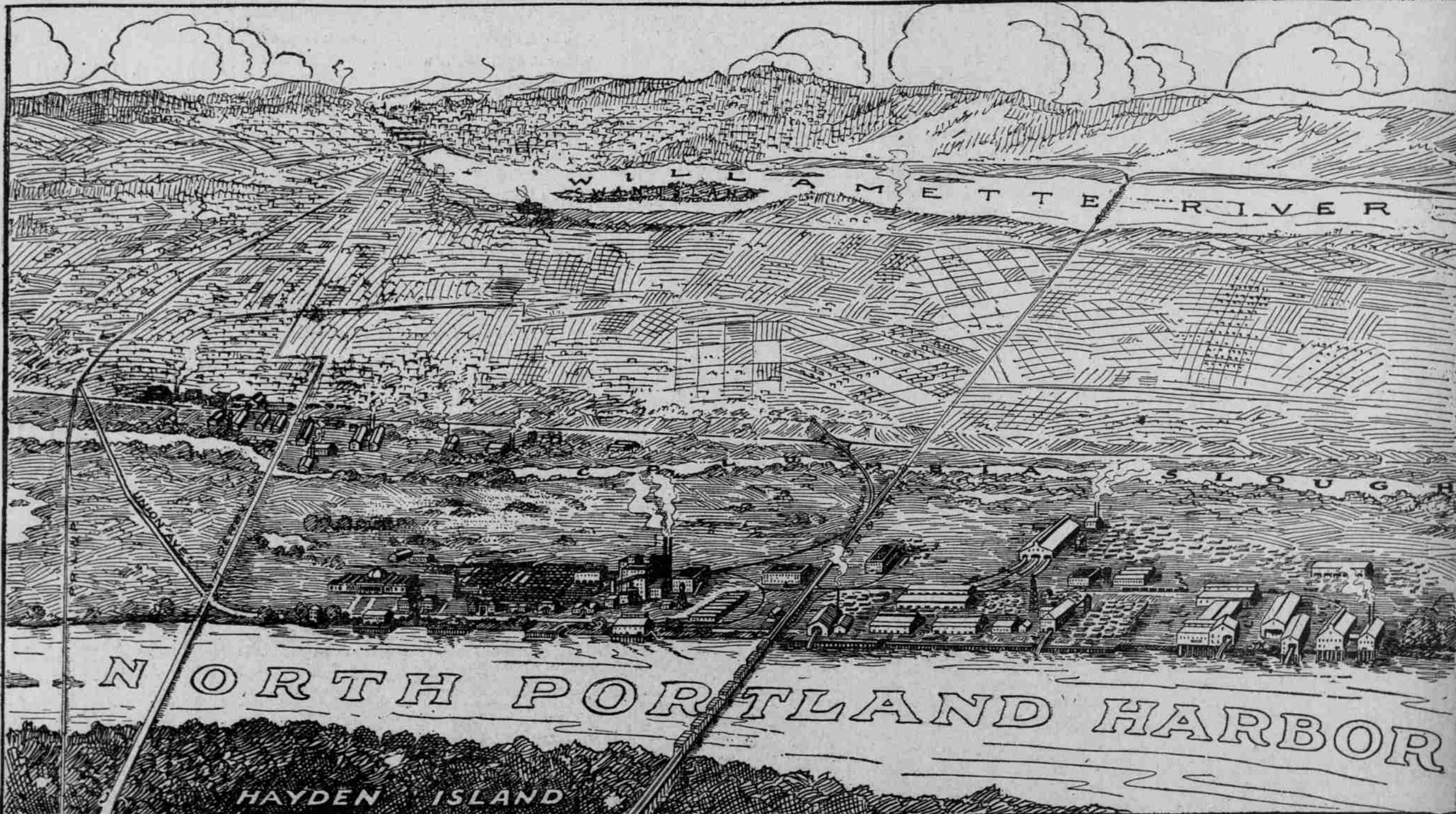
At the left is the Pacific International Livestock exposition, built by stock men, farmers, bankers and business men of Oregon, and where were shown this year 2000 head of America's finest specimens of registered livestock, brought together from all parts of the west United States and Canada.

Showing the home of the Live Stock State Bank, which is active in building up the livestock industry of the northwest.

The group of mills and factories shown comprises the largest wood-working center in the northwest, where everything from woodensware, boxes, tanks, pipe, doors and ship-masts to ready-cut houses is made from Oregon timber.

The lower half of the sketch shows a portion of Portland's natural factory sites intersected by interstate traffic arteries over which pass more than 7,000,000 passengers a year and where sites for industrial plants, ready to build on, can be had at from \$1500 to \$4000 per acre in any size, with best rail and other facilities desired by manufacturers.

NORTH PORTLAND
MANUFACTURERS' CLUB,
North Portland, Or.



MILLMADE CONSTRUCTION CO.
UNITED PACKING CO.
P. R. L. & P. POWER HOUSE
ROAD BUILDERS' EQUIPMENT CO.
UNION BRIDGE CO.
PORTER-SCARPELLI MACARONI CO.
DURABLE ROOFING CO.

NICOLAI DOOR MFG. CO.
COAST CULVERT & FLUME CO.
VICTORY PAINT CO.
PORTLAND STOVE WORKS
WILKINSON LUMBER CO.
PORTLAND PULLED WOOL CO.
OREGON PACKING CO.

OREGON WOOL SCOURING MILL
NATIONAL TANK & PIPE CO.
CONTINENTAL PIPE MFG. CO.
SCHLESSER-BROS. PACKING CO.
STERRETT PACKING CO.
PORTER BROS. WAREHOUSE
LIVE STOCK STATE BANK
LIVESTOCK EXCHANGE

PORTLAND CATTLE LOAN CO.
PORTLAND UNION STOCKYARDS
SWIFT & CO.
L. B. MENEFEE SHINGLE MILL
WESTERN WAXED PAPER CO.
PACIFIC PRODUCTS CO.
MURPHY TIMBER CO. MILL

MOORE DRY KILN CO.
MONARCH MILL
ALADDIN CO.
WEST COAST BOX & LUMBER CO.
N. P. WOODENWARE PLANT
WESTERN SPAR CO.
N. PORTLAND SAWMILL

Above are the North Portland institutions which are trying to do their part to make Portland the leading livestock, manufacturing and shipping center on the Pacific coast. Give them your support.