

BUILDING FIGURES TOUCH NEW MARK

More Than \$10,000,000 Spent
During 1908 on Construction in Portland.

RECORD GIVEN BY MONTHS

Total of 4851 Permits Were Issued
During Year and Plans Already
Announced Assure Continued Activity for 1909.

BY JOHN JAY HARRISON.

In the year just closed all previous records in building operations were exceeded both in number of building permits issued and in estimated cost of the work. In 1908 the big years during which the construction business was at its height, more than 4,800 permits were issued, and the \$10,000,000 represented in 1907 was topped by nearly \$11,000,000. The figures given here were compiled from official records kept in the Building Inspector's office, and are consequently correct. An examination of these figures will furnish data of great interest to all who wish to know the growth of Portland, and speak for themselves without comment. It will be noticed that since 1905, when only 352 permits were issued for the entire year, there has been a remarkable increase in the number each year until in 1908 the total reached 4851.

During the week an announcement was made through The Oregonian that excavation for the Olds, Wortman & King building on the Penney block is to start Tuesday. Just how soon thereafter work on the superstructure will begin is not yet definitely known. James B. McElroy, president of the Trustees Company of Portland, was in the city Friday, and said he was not advised of the exact time when building would be started, but was certain the time would not be over 60 days, as he had been informed structural steel that had been contracted for would be ready for delivery within that time.

The nearest approach to boom conditions in Portland developed in the last week of 1908. Some of the more conservative realty men deplore this tendency, although all admit things look very good in the Northwest end. Nothing developed up to yesterday noon as to which railroad interest is operating in blocks between Twelfth and Thirteenth streets, and the air is full of rumors concerning possibilities. Certain officials of the Harriman system, assumed to be informed about such matters, say there is nothing known in local circles of the lines of an intention to acquire more territory in the terminal district. It was added that the Northern Pacific Terminal Company, controlled by the Harriman line, now owns enough property in the locality to meet any demands likely to be made upon it for years to come. As the talked-of investment would mean an outlay of upward of \$2,000,000, the hope was expressed that the deals might have some basis of fact, but at the same time the investment of a couple of millions is a small matter, comparatively, for big railroad corporations that do things in millions.

The following tables furnish in detail the building operations for each month of last year.

January.	
Report to Executive Board:	
62 Repairs, estimated cost:	\$27,830
32 Sheds and barns:	7,955
117 Dwellings:	306,830
From 1,000 to 2,000:	41,200
From 2,000 to 3,000:	203,540
From 3,000 to 4,000:	1,200
From 4,000 to 5,000:	2,700
From 5,000 to 10,000:	1,200
Over 10,000:	4
424 Total:	\$625,945

February.	
Report to Executive Board:	
102 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

March.	
Report to Executive Board:	
127 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

April.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

May.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

June.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

July.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

August.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

September.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

October.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

November.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

December.	
Report to Executive Board:	
140 Repairs, estimated cost:	\$1,425
40 Sheds and barns:	10,715
21 Dwellings:	40,730
From 1,000 to 2,000:	38,150
From 2,000 to 3,000:	175,000
From 3,000 to 4,000:	174,900
From 4,000 to 5,000:	1,200
From 5,000 to 10,000:	1,200
Over 10,000:	4
412 Total:	\$835,900

High-Class Apartments in Portland



A.S. ELLIS - APARTMENTS,
WASHINGTON & KING

W.L. MORGAN'S APARTMENTS,
KING BET WASHINGTON & WAYNE STS.

ST. JOHN ADVANCES

Great Progress Being Made in
Public Improvements.

PENINSULA FORGES AHEAD

Public Dock, Better Streets, Free
Ferry, New Schools and Many Ad-
ditional Buildings Indicate
Prosperity Down River.

The past year in St. John has been one of progress. Building permits aggregating \$100,000 have been issued and are for a better class of buildings than formerly erected. Over \$25,000 has been spent in street improvement work. Parts of Tacoma, North Hayes, Philadelphia, Cawaga, Folk, Buchanan, Richmond, Salem and Crawford streets are now in fine condition, and applications for the improvement of Willamette boulevard, Stafford, South Ivanhoe, Hudson, Algheny, Hartman, Lively, Willis boulevard, Pittsburg, East Burlington, South Hayes, Monteth, North Edison, New York, Philadelphia and Fessenden streets have been filed with the Council, or are being prepared, so that work can begin as soon as possible in the Spring. Perhaps the greatest undertaking in the line of street work is the proposed improvement of Fessenden street, from Smith's crossing to the river, a distance of over two miles. It is proposed to widen this street, which the streetcar line now runs, to 70 feet, grade and macadamize it the full length and width.

Acquire Right of Way.

The car company is preparing to dedicate its right of way to the city and the property-owners are giving five feet each. This will make a driveway unsurpassed by any in the county and will connect at Smith's crossing with the already famous Columbia boulevard. The cost of this improvement alone will be much more than the entire amount spent on street improvements this year.

Next in importance will be the improvement of Philadelphia street, from Hayes to the new city dock, now being built at its foot. This street is 100 feet wide and leads directly from the dock to the heart of the city, and will be the only really accessible driveway from the river front to the top of the hill. Richmond street, which is county road from Jersey street to the river, has been graded by Supervisor S. W. Simmons and the property owners are preparing to lay cement sidewalks the entire distance, along both sides to a distance of 3000 feet.

Connect With Kenton.

Steps are being taken to open up a driveway 20 feet wide from St. John to the Swift plant and this will be done shortly. It has been proposed to bond the city to raise part of the money, but it has been found to be illegal, and the necessary amount will be raised by private subscription.

Early in the year the matter of bonding the city for money with which to buy sites and build thereon a city dock was agitated, with the result that the matter was voted on at the city election and bonds to the amount of \$50,000 were voted for this purpose. When the bids were opened the Peninsula Bank of St. John was found to be the highest bidder, offering a premium of \$4257, and the bid was accepted. The money was promptly forthcoming and 200 feet of river front on each side of Philadelphia street purchased from Holbrook & Bingham for \$23,500. This gave 500 feet (including Philadelphia and New York streets) on which to build, and a contract for a dock 540x120 feet was let to Joseph Baquet, of Portland, for \$35,000, to be completed by February 1, 1909. The piling has all been driven and work is now starting on the warehouse, which is to cover 440 feet of the river front.

Grain Firms Want Dock.

Several Portland firms are trying to lease this dock, among them being Haffour, Guthrie & Company and Kerr, Gifford & Co. It is believed by the Council that the last named company will reach some agreement with the dock and lease the dock at a yearly rental which will pay the interest on the bonds and leave a good balance for a bond-sinking fund.

Acting for what it thought the best interests of taxpayers and property-owners, the preceding Council purchased a site for a rock-crusher across the river and contracted for a crusher and also for a road-roller, which the present Council have had installed, and the city can now have good streets at a reasonable cost, the rock being considered the best in the state, excellent. It is said, the famed St. Helens rock in hardness and durability.

Make Good Showing.

The schools of this city of 4500 people are on a par with those of Portland. Out of 1100 school children there are only four more girls than boys. These children are the city by 25 cents, all female except Professor C. H. Boyd.

In addition to being principal of the Central School, Mr. Boyd has just been appointed superintendent of all the schools. The salary roll is \$91.50 per day, and this will likely be increased to \$100 per day shortly by increasing the teachers' salaries. The assessed valuation of the St. John district is \$3,500,725. The School Board probably will ask the taxpayers to levy a school tax on this amount and with \$9.76 to be paid by the State and county, this levy will give the board a little over \$100,000 with which to meet current expenses, interest on \$25,000 bonded indebtedness and make a payment of \$3000 on the block just purchased at Smith's Crossing, and on which a school-house will be erected before many months to meet the requirements of this section of the district.

There is also a decided sentiment in favor of erecting a City Hall, which was willed to the city for this purpose by James John, the founder of the town.

Ask for Free Ferry.

The Legislature will be asked at its next session to authorize the County of Multnomah to maintain and operate a free ferry at St. John and the voters with it.

There is a great demand for free transportation across the river, and many farmers living over the hills west of the town would be enabled to trade there and also to sell their produce, who are now obliged to go to Portland, six miles further on. There will also be an effort made to get the Union Pacific Railway Company to build a carline from the foot of Fessenden street to the Swift townsite.

With the ferry landing changed to this point, the town can be reached with the town's ferry. West Side line, a competing line will be established which would do much for the city and make the time to Portland much shorter than at present.

While the city has been making improvements rapidly, private enterprise has

Rummage Sale. See page advertisement, Page 5, Section 1. Tall & Gibbs.

Beaverton-Reedville Acreage

Exceptional opportunity to acquire a home and at the same time lay the foundation for an income.

This acreage is located within 40 minutes of the Court-house, on the Southern Pacific Railway, with five trains each way per day. The soil is very fertile, with a subsoil that provides excellent drainage. This area is being rapidly taken for planting to fruit, nuts and vegetables.

This location is especially desirable for a home-site for those employed in the city, and at the same time provides a good market for vegetables and fruits for such as develop it in this wise.

This land planted in walnuts or fruit will develop a fortune for you, and will furnish a very attractive home while you wait.

A small cash payment and your savings applied will put you in possession of a home-site, and will provide a revenue for the future.

We are selling this acreage in tracts of from one-half acre to 20 acres each, at the following prices:

Stump and Timber Land, per acre.....\$75 to \$125
Cleared and ready to plant, per acre.....\$150 to \$300

TERMS TO SUIT PURCHASER

Call at our city office and arrange to go with us and inspect the property.

THE SHAW-PEAR COMPANY

245½ Stark Street.

Portland, Or.

not been lacking. The St. John Lumber Company has doubled its dock space and can now load two ships at once, having a dock 700 feet long and about the same depth. This company is also installing more boilers and engines and in other ways preparing for a greatly increased business the coming year. These improvements will cost \$100,000, and the work will be completed by the end of the year. At present 300 men are employed.

The Portland Woolen Mills is once more working 120 hands full time, and reports that orders are coming in more rapidly than ever before. The St. John Ship-building Company keeps from 20 to 30 men at work all the time, and is now doing made of concrete, and a basin catches all the work on the new Vancouver ferry, which it will have ready for business in about 30 days. N. J. Ballie will have the machinery for his furniture factory here soon, and will be ready to manufacture by the middle of February.

The St. John Gas Light & Heat Company promises to have its plant ready to operate within four months. W. H. King is contemplating the erection of a three-story brick on his lot at the corner of Tacoma and Jersey streets, and the Knights of Pythias have bought a lot of M. L. Holbrook, located opposite the Central School, and will immediately erect thereon a Castle Hall to cost \$20,000. The Home Telephone Company will also build in the Spring.

Good Outlook for Spring.

Real estate dealers are confident that Spring will show a repetition of the busy time of 1905, when much property changed hands in an average of once a month, with good profit to show for each transfer. The business men are showing an inclination to get together and drop all personal feeling and petty jealousies, and work together for the better, cleaner and greater St. John. Efforts to secure the location of new industries will be made, and inducements will be offered to the extent to any enterprise that is legitimate and will benefit the town.

Not least of the utilities which make St. John a desirable place in which to live is its water supply, furnished by the St. John Water & Light Company. This company has now 25 miles of mains, three big tanks, which hold 500,000 gallons, which are holding 300,000 gallons, which is connected with the mains under the hill and used in case of a breakdown of the pumps or when there is a fire. The city has installed 30 fire hydrants, and there are about 25 that belong to private

parties. Most of these are along the waterfront among the mills and factories. The water supply is taken from a well 75 feet deep, and the well supply comes from the Columbia River, instead of the Willamette. Although within 600 feet of it, and many feet below the river bed, the well is not affected by the rise and fall of the Willamette, but is immediately affected by water stage of the Columbia.

Fifty-five feet down in the well are located two large pumps, one throwing 1600 gallons per minute, and the other 1000 gallons in the same time. The well is 25x18 feet, ventilated by an air-shaft 4x5 feet, and is concreted the entire depth. The floor on which the engines sit is made of concrete, and a basin catches all the oil and grease, it afterward being taken to the surface, so that it cannot contaminate the source of water supply.

WATCH WEATHER ON PEAK

Government Will Measure Snowfall
and Other Conditions.

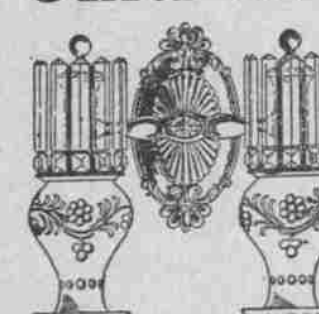
RENO, Nev., Jan. 2.—Professor Church, of Nevada University, has returned from Mount Rose, the highest peak in the Sierras, where he is installing a Ferguson Meteorograph, one of the first instruments of the kind in the United States which records weather conditions automatically. As soon as a few minor details are attended to, the instrument will be ready for use.

Dr. Church says that the Federal Weather Bureau is arranging to have the snow fall in the mountains tested and that a number of men will soon be sent to Lake Tahoe and other points in the Sierras to take tank to collect the snow so that actual measurements may be taken. The Government is doing this so that records can be depended upon each year to supply the irrigation canals in the Truckee-Carson reclamation district.

Silver Drops 2 Cents.

WASHINGTON, Jan. 2.—The quarterly estimate of the value of foreign coins, issued by the Director of the Mint, shows the value of silver on December 31 last was 50.47 cents per fine ounce, as against 52.88 cents on September 30, 1908, making a reduction during the last three months of 2.38 cents per fine ounce.

Units of Illumination



Add the finishing touch which distinguishes the modern home. The newest fixtures are the chandelier or sidelights, with prism effects—the beautiful, soft radiance shining through crystal glass makes you feel the historic sentiment of Colonial days, when this style was in vogue. To appreciate their real charm, visit our specially-designed display-room and look over our varied stock; consult our expert designer on lighting suggestions, for parsimony in lighting fixtures is expensive economy. We guarantee every fixture, all workmanship. Everything for comfort or convenience in electric novelties, lamps, mantels, grates, fire sets, etc.

M. J. Walsh Co.

Salesrooms, 311 Stark Street.



Commence the New Year Right

Throw away all your old out-of-date appliances and see us regarding new electrical devices.

A Full Stock of Electrical Goods.

Western Electric Works

No. 61 Sixth Street, Portland, Or.
Phones: Main 1696, A 1696.