

OREGON TRIUMPH; GAIN IS 259,229

Increase in Population From 1900 to 1910 Is 51 Per Cent—Total 672,765.

STATE'S GROWTH IS URBAN

Portland, Salem and Medford Larger Cities Showing Pronounced Increase—Klamath Falls Has Highest Percentage.

According to the official compilation of the last Federal census, the population of continental United States April 15, 1910, was 91,872,224. Compared with the population of 75,994,575 in 1900, this represents an increase during the last decade of 15,877,649, or 21 per cent.

Including the population of non-contiguous territory, the Philippines and other possessions, the total population living under the American flag on that date was approximately 101,100,000, distributed as follows: Continental United States, 91,872,224; Alaska, 64,356; Hawaii, 191,909; Porto Rico, 1,114,012; persons in military and naval service stationed abroad, 55,608; Philippine Islands (1903), 7,535,428; Guam (estimated), 9000; Samoa (estimated), 6100; Panama Canal Zone (estimated), 50,000.

Between 1900 and 1910 the population of Oregon increased from 413,556 to 672,765, a gain of 259,209, or 63 per cent. Oregon was one of 11 Western states (including Oklahoma) in which the population in that period increased more than 50 per cent.

The area of continental United States is 3,026,793 square miles. Adding to this the area of the outlying possessions, the grand total is 3,743,306 square miles. The area of the outlying possessions is given as follows: Alaska, 590,884 square miles; Hawaii, 6449; Philippine Islands, 115,926; Porto Rico, 2435; Guam, 210; Samoa, 77; Panama Canal Zone, 426.

The population per square mile in the United States has increased from 4.5 in 1790 to 30.5 in 1910. The same statistics show that in 1910 the population per square mile in Oregon was seven, its population of 672,765 being distributed over an area of 56,407 square miles. In 1900 the population per square mile in this state was 4.3 and in 1890, 4.3.

Aside from the District of Columbia, there are 10 states in which there was in 1910 a population per square mile of more than 100. The order of density are: Rhode Island, Massachusetts, New Jersey, Connecticut, New York, Pennsylvania, Maryland, Ohio, Delaware and Illinois. Among the outlying possessions Alaska has an average density of 0.1 per square mile; Hawaii, 23.3, about that of Arkansas, and Porto Rico 22.5, or greater than that of any state of continental United States except Rhode Island, Massachusetts and New Jersey.

The center of population today is in the City of Bloomington, Ill., or 100 miles west of the center of population in 1900. The center of area of the United States is located in Northern Kansas, 10 miles north of the center, Smith County, or 81 miles north and 657 miles west of the center of population.

Oregon's Increase Is General. The increase in population in this state during the last ten years by counties, is shown in the following table:

Table with 3 columns: County, 1900, 1910. Rows include Baker, Benton, Clackamas, Clatsop, Columbia, Cooper, Crook, Curry, Douglas, Gilliam, Grant, Harney, Hood River, Jackson, Josephine, Klamath, Lake, Lane, Lincoln, Linn, Malheur, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Umatilla, Wasco, Washington, Wheeler, Yamhill.

Totals. 872,765 413,556. The bulk of Oregon's growth in population in the last decade has gone to the cities. According to the census figures, the total population of the state, 672,765, in 1910, divided as follows: Urban, 267,049; rural, 245,705. In 1900 the division was: Urban, 125,150; rural, 288,395.

In the last decade the population of Portland increased from 99,426 to 207,214, or 129.2 per cent. The population in that part of the metropolitan district outside of the city proper in the same length of time increased from 1242 to 7834, or 529.8 per cent.

Cities' Growth Uneven. Between 1900 and 1910 the population of other cities in this state increased substantially as shown by the following figures:

Table with 3 columns: City, 1900, 1910. Rows include Albany, Astoria, Baker, Beaverton, Eugene, Klamath Falls, La Grange, Medford, Oregon City, Pendleton, Roseburg, Salem, The Dalles.

WELL-KNOWN ACTRESS WILL APPEAR ONE WEEK WITH BAKER COMPANY.



JESSIE SHIRLEY.

During the week "The Girl of the Golden West" was on the boards at the Baker, Ida Adair virtually lost her voice from a severe attack of tonsillitis, but with indomitable pluck submitted to severe stimulants to buy her up until the close, when she collapsed. She has now gone East to obtain treatment and rest. This left Manager Baker without a leading woman, but having two plays contracted for in which the lead was written for the ingenue of the company, he sent to Los Angeles and obtained dainty little Maude Hanford for two weeks. Miss Hanford has made such a favorable impression in this city that she has been retained as permanent ingenue with the company.

But those two plays were all he had contracted for with a leading woman of her particular type, and with "Way Down East" following, it became necessary to employ another. At the last moment Mr. Baker obtained the services of Miss Jessie Shirley, one of the most popular actresses in the West. She will play the emotional role of Anna Moore, and remain with the company one week only, as Miss Alice Fleming has already been engaged to open the Rose Festival week as the permanent leading woman. Nearly every theatergoer is familiar with the acting of Miss Shirley, who was at the head of her own company at the Auditorium in Spokane for more than five years. Miss Shirley purchased a home in Spokane. She has never appeared here before except one week in vaudeville, and there is considerable curiosity among theatergoers to see this little woman who long had the public of Spokane at her feet.

DAVID LINN IS CALLED

PIONEER FIGURED IN HISTORY OF OREGON.

Veteran Contractor Who Died at Jacksonville Built Many of First Rogue River Valley Buildings.

David Linn, who died a few days ago at his old home at Jacksonville, in the Rogue River Valley, was one of the hardy old pioneers who helped to open Oregon to settlement and to the possibility of future development. He came to Oregon from Ohio in 1851, stopped for a few weeks in Oregon City, and then went into Northern California, where he engaged in mining for a short time near Yreka.

The next year he returned to Oregon and settled in Jacksonville, then one of the principal towns of the state. In 1853 and 1854 he did contracting and building, and a year later began manufacturing furniture and lumber, and established one of the first manufacturing plants in that part of the state. In 1855 he returned East and pur-

by water to San Francisco, thence to Scottsburg, on the Oregon coast, and from there it was hauled overland by ox team to Jacksonville, being one of the first sawmills brought to the state. Mr. Linn established a planing mill and began making doors and windows, and operated this plant until it was destroyed by fire in 1858.

Most of the old buildings in and about Jacksonville, and in fact in all parts of Southern Oregon, were constructed by him, and his furniture, doors, windows and building materials were distributed throughout that part of the state. Mr. Linn had the sub-contract for erecting the buildings at Fort Klamath, and the first buildings of the old fort were built by him. Mr. Linn was active and interested in any industrial development, and in this spirit served his state and community for 49 years.

In 1890 he married Ann Sophia Hoffman, daughter of William Hoffman, who with his family and that of his brother-in-law, the late Dr. McKinnell, of Portland, came to Oregon and settled near Jacksonville in 1852. Mrs. Linn died five years ago. Seven children were born to them, five of whom survive. These are Corinne Linn, of Jacksonville; Margaret Linn, of Los Angeles, Cal.; Fletcher Linn, of Portland; George D. Linn, of Eugene, Or.; and Mrs. L. G. Gay, of Seattle, Wash. Mr. Linn was a member of the Ma-

FIRST CLASS OF GRADUATES FROM SCAPOOSE HIGH SCHOOL.



LEFT, MISS RUTH DUNCAN; RIGHT, MISS EVA GARRISON. SCAPOOSE, Or., June 1.—(Special.)—For the first time the Scappoose High School graduates a class this year. There are only two members of the class, both being girls. They have completed the full course, and the residents of Scappoose are showing a great interest in the class and the future of the school. The School Board is preparing to enlarge the facilities of the school as rapidly as conditions warrant.

The Farm Home Versus The Pay Check. Illustration of a man in a suit and a man in overalls.

That the farm home holds the solution of life's problem for the man who simply wants to live with greater comfort and contentment, and that there is profit for the man who will work and plan and scheme, is abundantly proven by hundreds of actual experiences. It means that the man of, say 40 years of age, whether of family or not, and who chafes under the restrictions of city life, is willing to exchange that uncertainty of working for others rather than really "doing things" for himself; to work with his hands and his brain for the attainment and maintenance of health, happiness and contentment, will find them on the farm. It means also that the song of the birds can replace the clang of the trolley car; the light of the moon and the stars can take the place of the glaring city lights, and the quiet of the country lane and field can answer for the hurry and turmoil, the rush and clatter, the hustle and bustle of the city street. But best of all, it means a chance to work in the open—the opportunity to create something—to "break clear" from the restraint of city employment—in the factory, behind the counter or in the office. It's an undeniable fact that the Promise of Peace and Plenty that is held out by the farm is a Genuine Promise.

It is not at all improbable that the man of small means can afford to own a piece of land which, by the intelligent application of mind and labor, can be developed into a prosperous farm and orchard home. We believe we have the very best kind of a proposition to meet this particular demand. It is a tract of say ten, fifteen or twenty acres of rich farm and orchard land down at

Columbia DOWN THE RIVER ACRES

where every advantage that any land ever afforded, awaits the home-maker. Richest of Soil, Finest Water, Abundance of Fuel, Ideal Homesites, Good Roads, School, Intelligent Neighbors, Splendid Transportation Facilities. And when you take into consideration these advantages, and the prices and terms, we believe you will agree with us that ours is a "genuinely good" proposition. The prices are

\$40 to \$60 an Acre and Terms of Payment Easy. We could tell you a great deal more about COLUMBIA ACRES, but we would rather have you go down and look it over for yourself. We'll be glad to go down with you. Come in and get acquainted with us.

F. B. HOLBROOK CO. 214 LUMBER EXCHANGE BUILDING SECOND and STARK STREETS Main 5396—Phones—A 7507

NEWBERG CLUB GROWING Membership Increased From 83 to 259 in Five Weeks.

Five weeks' campaigning by two membership teams of the Newberg Commercial Club increased the membership from 83 to 259, a growth of more than 300 per cent. The result of the campaign was celebrated with a banquet in Newberg Friday night, at which R. W. Raymond and L. Samuel, of the Portland Commercial Club, were guests. Mr. Raymond and Mr. Samuel returned to Portland yesterday filled with enthusiasm over the "live" quality of the business men who have developed the organization in Newberg.

LODGE MAY BUILD CLUB Knights of Columbus Consider Putting Up Eight-Story Structure.

At the annual meeting of the Knights of Columbus Building Association Friday night, the board of directors was instructed to devise a plan for erecting a \$100,000 eight-story building on the lot now held by the order at Park and Taylor streets. The structure is to be principally for club purposes. It is probable construction will be started within a few months. Two new members were elected to the board to fill the places left vacant by outgoing members. They are John E. Malley and John N. Casey. Joseph Jacobberger was re-elected.

HAROLD WEST PROMOTED O.-W. R. & N. Creates Office of Private Secretary to Passenger Agent.

Harold West, chief clerk in the advertising department of the Oregon-Washington Railroad & Navigation Company, has been appointed private secretary to R. B. Miller, traffic manager of the same company, effective tomorrow. West formerly was private secretary to William McMurray, general passenger agent of the O.-W. R. & N. Company. His rise in the railroad service has been rapid. He entered the employ of the company about six years ago as office boy. Later he became stenographer and subsequently held various clerical positions. His new post is one just created and grew out of the constantly increasing business in the traffic department of the company.

Bossuet Takes Disinfectant. ASTORIA, Or., June 1.—(Special.)—The French bark Bossuet, which arrived a few days ago from Junin, Chile, will load lumber at Prescott and Westport for Australia. She left this evening for Linnton to discharge ballast. This morning the steamer Okkallahast used steam from her boilers to scald

FREIGHT HANDLERS QUIT 30 HARRIMAN EMPLOYEES DEMAND 25 CENTS HOURLY.

Their demands for an increase in wages, amounting to about 50 cents a day, having been refused, 30 of the 85 freight handlers employed in the freight shops of the Southern Pacific Company in this city quit their work yesterday afternoon and walked out. Officials of the company say the movement of freight will not be interfered with by the labor difficulty, since there are plenty of idle laborers with which to replace the strikers. Freight handlers in the Harriman shops begin work on a scale which shows them 17 cents an hour for a 10-hour day. After a man has been employed continuously for six months he is given an increase and receives 20 cents an hour. The men demanded a uniform scale of 25 cents an hour.

TEMPERANCE WORKERS TO MEET Mount Scott Woman's Christian Temperance Union will meet with Mrs. D. McKinnell, South Main street, Lentz, Wednesday, June 6, at 2 P. M. A short business session will be followed by a mothers' meeting conducted by Mrs. Lillian Clark.

CARD OF THANKS. I wish to thank my many friends for their kindness and sympathy, and for the beautiful floral offerings during the recent illness and death of my beloved husband.

POSTOFFICE RECEIPTS INCREASE. Receipts of the Portland postoffice for the month of May aggregated \$56,584.87 as against \$50,905.43 for the corresponding month a year ago. This increase of \$5734.44 amounts to 7 per cent. This is regarded a very satisfactory advance in the volume of the business.

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superintendent of the Southern Pacific lines in Oregon, last night. "There are many idle men in Portland anxiously seeking employment and we will have no trouble in replacing all strikers."

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Mitchell Baby Six 5-Passenger 6-Cylinder. The six-cylinder, five-passenger car is coming, and coming strong. 1913 will see many makers following the Mitchell lead. But why wait until 1913 for an experimental six-cylinder of some other make? We have them now—the Mitchell Six—and they are thoroughly proven, for our factory has been building six-cylinder cars for the past four years—and they know how. Inspection Invited. Price \$1950 at Portland Fully Equipped. OTHER MODELS. Runabout, \$1150, Portland. 5-4 Tour. Car, \$1550, Portl'd. Touring Car, \$1325, Portland. 7-6 Tour. Car, \$2450, Portl'd. 340 E. Morrison Street, Corner E. 2d Branches at Seattle, Broadway and Pike; Spokane and Boise.