OREGON IS ON EVE OF GREATEST ERA

Industrial Forces Entailing $34,250,000 Expenditure, Are Busy in State.

PORTLAND, PIVOT OF WORK

Millions Go Into Railroads, Factories and Public Improvements While Enormous Sums Are in Sight From the Soil.

DEVELOPMENT PROJECTS REPRESENT TOTAL OF $34,250,000.	
Railroad betterments	$ 5,000,000
New Union Depot	2,000,000
New gas plant	3,000,000
Northwestern Electric Co.	3,000,000
Packing plants	1,000,000
P. R., L. & P. Co. betterments	8,000,000
Peninsula factories	750,000
Miscellaneous plants	2,000,000
Oswego cement plant	1,500,000
Public improvement projects	8,000,000
Total	$34,250,000

BY CHARLES W. MYERS.

Throughout the State of Oregon and its tributary country great industrial forces are working. In every section of the vast territory, in cities and in towns, every agency for the upbuilding, commercially, of the community is being plied, the immediate future foreshadowing a still greater forward movement in the next decade.

Railroads are spending millions of dollars in extensions and betterments.

Electric companies are developing greater electrical energy, involving an immense expenditure.

Lumber manufacturers are extending their operations and preparing for a greater output than ever before.

Land development companies are completing projects embracing thousands of acres for immediate settlement —in fact, Oregon is about to participate in the most properous era of its history.

With this material progress, together with the new wealth from the crops now being harvested in the Inland Empire, Southwestern Washington and the Willamette Valley, which will exceed $100,000,000, the reason is obvious why Portland's growth is of such a sustained and substantial character. And this in face of the political agitation and industrial unrest that has been experienced throughout the country as a whole the past year is a forcible summary of reasons why the State of Oregon has been making such remarkable strides in all lines.

Vast Expenditure Is Planned.

Portland's commercial fabric is so interwoven with the activities of its producing territory that the expansion of Portland goes hand in hand with the development of the larger part of the Pacific Northwest. The city is reaching an important position in the world's commerce not only because it possesses superior shipping facilities but also for the reason that it is favored with probably the greatest producing area back of it of any city in the United States.

Portland is doing much to prepare itself for the demands of the immediate future. In the city there is to be expended during the next 12 to 18 months approximately $33,000,000 in public and private enterprises, while the railroads will spend in the state between $35,000,000 and $40,000,000 within the next two years. Industrial projects that are now under way and in process of formation will aggregate an expenditure of nearly $22,000,000. Public improvement projects in Portland will reach a total cost of $8,000,000 before the close of the present year. All these activities do not include ordinary building operations, which average over $1,500,000 a month.

State Leads Railway Work.

It is declared that more railroad construction is under way and planned in Oregon than in any other state in the Union. The Harriman system announced recently that it would expend $20,000,000 in extensions and betterments during the next two years. The Hill lines are spending large sums in electric line extensions and freight yards. This system will expend at least $10,000,000 in Oregon within the next 12 months. In addition to these large expenditures, it is probable that the Hill and Harriman people will get together on a new union depot project this year. It is estimated that a new depot and enlarged terminal facilities will aggregate a cost of $7,000,000. With these various plans under way, the total expenditure of the railroads in Oregon will amount to between $35,000,000 and $40,000,000 during the next two years.

The Portland Railway, Light & Power Company is making extensive betterments in all parts of the city. Extensions of carlines and improvements of portions of streets between the tracks will aggregate an expenditure of about $2,000,000 before the close of the year. In addition to this work, the company is establishing a car manufacturing plant on the South East Side which will cost completed $1,000,000. Two units of the plant are now about finished.

The company is expending about $3,000,000 in the new power-house which was recently taken over from the Mount Hood Railway & Power Company. This plant will produce 30,000 kilowatts. It will be ready for operation before the close of Summer. With this additional plant the company's power system will produce a total of 80,000 kilowatts.

New Company Enters Field.

Other expenditures include the construction of department buildings, miscellaneous improvements and interurban betterments, which will aggregate about $2,000,000.

The Northwestern Electric Company, which has strong financial backing, including among its promoters the Anglo & London-Paris National Bank and the Crocker National Bank, of San Francisco, is planning to enter the Northwest field on an extensive scale. The company is now building an immense concrete dam on the White Salmon River, three miles above Underwood, Wash., and a power house in connection which will generate 20,000 electrical horsepower.

The company will bring electricity into Portland on high-tension wires. By the terms of the proposed franchise the Northwestern Electric Company agrees to begin work on a $500,000 plant in Portland within six months after the franchise is granted, and to complete it within two years.

It is the intention, however, to serve many other Northwestern cities and towns besides Portland, and the company plans to be an important factor in the industrial development, through cheap electrical power, of Western Oregon and Washington. The White Salmon plant, which must be completed, according to the contract, by January 1, 1913, will be only the first unit in a big electric power system. This plant alone represents an investment of nearly $3,000,000.

As soon as this plant is completed, work will begin immediately on a dam and power plant on the Klickitat River, to produce 40,000 horsepower, and following this a power plant of even greater capacity will be built on the Lewis River.

New Gas Plant Under Way.

One of the largest private enterprises is the new plant of the Portland Gas & Coke Company which will cost completed $3,000,000. The old plant at the foot of Glisan street on the waterfront will be abandoned and an immense modern plant will be established below the city limits near Linnton. Here preliminary work is now under way. All the buildings will be of reinforced concrete and as nearly fireproof as possible. The plant will be equipped with the latest improved machinery. Immense pipelines from the plant to the city distributing stations are now being installed. These mains will be four feet in diameter and nine miles long. Extensons of laterals in all parts of the city are to be made.

When completed the new plant will have a daily capacity of 15,000,000 cubic feet, or 9,000,000 cubic feet in excess of the capacity of the present plant. The first unit of 6,000,000 cubic feet capacity will be completed by the end of the year.

Millions Into Packing Plants.

The industrial development on the Peninsula, which at the present time represents a total investment of $18,000,000, is going ahead at a substantial rate. Among the big enterprises that have been planned for this district are the packing plants of Shwarzchild & Sulzberger and the the James C. Good Packing Company. The plant of the former company will be established a short distance south of the Union Meat Company's location. It is announced that $750,000 will be expended in this enterprise.

The other packing plant will be established at Maegley Junction, between the lines of the S. P. & S. and O.-W. R. & N. The project is now being financed by James C. Good, of Portland. The plans for this plant will require an expenditure of approximately $500,000.

In addition to these enterprises several smaller projects will be launched in the Peninsula district during the year, which will aggregate an investment of $500,000.

Car Shops Under Way.

With big car shops under way and several manufacturing plants assured, there will be expended in the South East Side district a total of $3,000,000 within the next 18 months. In addition to the $1,000,000 car plant of the Portland Railway, Light & Power Company, now being built, and the extension of the present car shops of the Southern Pacific, which will cost approximately $1,500,000, there are to be built five manufacturing plants which will aggregate an expenditure of more than $500,000. Among the new factories that have ben planned for the district are the Portland Sheet Metal Works, the plant of the Multnomah Mill & Construction Company, an auxiliary plant of the Portland Gas & Coke Company, the plant of the Central Door & Lumber Company, and a stove foundry to be built by an Eastern concern.

At Oswego, adjoining the city on the south, the Portland Cement Company is erecting a modern cement plant which will be one of the largest in the West. This enterprise will require a total expenditure of $1,500,000.

Standard Oil Builds.

With the purchase of a 10-acre tract from the Spokane, Portland & Seattle Railroad, between the waterfront and the Linnton road, the Standard Oil Company will erect an oil plant to cost approximately $500,000. The other distributing stations in the city will be abandoned and all the business of the concern will be concentrated at the new location. Plans for the buildings are now being prepared. The company will distribute its products by boat up the river to a central point and throughout the city by automobile trucks.

Another oil plant will be located in the same vicinity by a San Francisco concern which acquired last month a block of ground for $10,000. The site has trackage connection with the United Railways. It is announced that the company will expend $100,000 in the construction of its plant.

In this district the Berlin Machine Works, of Beloit, Wis., will erect a large branch factory, a site having been purchased for that purpose a short time ago. The plant will cost about $250,000.

Livestock to the value of $11,000,000 was received and disposed of at the Portland Union Stockyards in the past 12 months. The total receipts for the year ending June 30, 1912, were 460,114 head. The receipts of the various classes of stock during the year compare with the movement in the preceding 12 months as follows:

	Cattle.	Calves.	Hogs.	Sheep.	H.-M.
1912	82,937	5,917	95,516	269,819	2,293
1911	85,547	7,596	86,675	248,909	1,902
Increase.	*2,610	*1,681	6,841	20,910	301

*Decrease.

1912, 5632 cars; 1911, 5041 cars; decrease, 9 cars.

There has been a steady growth in the livestock business since the yards were established. The gain in receipts in the past year over the preceding one was 23,174 head. A broadening of the knowledge among livestock men, that a central market offers better opportunities for the realization of values than country selling, has turned the tide of trade strongly in this direction. The campaign of education among farmers, started some time ago, particularly in the matter of hog production, is bearing fruit. Formerly the Coast markets depended on the Eastern States for a large part of their pork supply, but now the hog receipts at the Portland yards from Western sources are gaining, while the shipments from the East are falling off, as shown by the following table for the first six months of 1912:

Origin—	1912.	1911.	Gain.	Loss.
Western	46,892	20,984	26,908	...
Eastern	1,488	19,153	...	17,665
Total	48,380	40,137	8,243	...

Markets Show Expansion.

The stock industry in other lines is also expanding in this territory. This insures a more rapid growth in the business of the Portland market in the near future than has been reached in the past. Wider domestic and export markets have been developed both for livestock and packing-house products.

The immense volume of trade in the latter line is shown by the statement of the Union Meat Company of its shipments from Portland in the year ending June 30, 1912. In that period the company shipped 4492 cars of packing-house products to points in the United States and Canada and 203 cars of products were exported to Europe, Central America, west and east coasts of South America, Hawaii, Philippine Islands, Japan, China and other Oriental points. The total tonnage of the shipments in the year was 93,349,950 pounds.

Public Work Proportionate.

In public improvement projects Portland is making a big record. Approximately $8,000,000 will be spent this year in street improvements, sewer improvements, public buildings and waterfront development.

During the past six months there has been expended $1,487,000 in street improvements and $783,000 in sewer extensions. These figures do not include contracts let during the latter part of last year that could not be executed on account of Winter rains. Nearly all the work on these contracts is being done now. Included in this development are 23.4 miles of pavement costing $1,193,000 and 19.1 miles of simpler street improvements which will cost $438,000, the total of 42.5 miles involving an expenditure of $1,631,000. Additional street improvements to be made during the year will reach a total cost of approximately $750,000.

In addition to the sewer improvements that are now being completed, there are over 40 sewer improvements for which plans have been filed. Sewer construction for the year will reach a total cost of approximately $1,500,000.

Docks to Cost $2,500,000.

One of the important public improvement projects is the development of municipal docks on both the East Side and West Side. A bond issue of $2,500,000 docks has been authorized. Two sites already have been selected and plans for improvements have been completed. Construction work on the docks will be started as title passes to the city, it being necessary to acquire the sites through condemnation proceedings.

Other expenditures by the city will include the construction of an auditorium, district fire stations, public comfort stations and the improvement of city parks. Plans for these various projects will entail a total expenditure of about $1,500,000.

BEAUTIFUL STORY OF OREGON IS TO BE TOLD IN PRETTY PAGEANT

"The Bridge of the Gods" Is Founded on the Indian Theory That a Great Stone Arch Spanned the Columbia at the Cascades and Collapsed Under the Inundation of Lava From Mount Hood.

BEDECKED with all the panoply that hangs about an Indian story, with the real redmen participants, "The Bridge of the Gods," the story of the early days of Oregon, when the great stone arch that stretched across the Columbia River at the Cascades crashed into the river, will transplant the audience tomorrow and Wednesday night at Multnomah Field into the actual scenes that surrounded the downfall of Indian domination in Oregon.

The forefathers of the very redmen who will be seen in the great drama were, perhaps, spectators of the crash of the natural stone bridge that followed the pouring on it of millions of tons of molten lava from erupting Mount Hood. Their legends tell of such an experience.

The scene-setting shows this great mountain towering over the heads of the audience, its snow-capped top apparently many miles' distant, at its base flowing the Columbia. In front is an Indian encampment, while to the right and left can dimly be seen hundreds of tepees, smoke trickling from their woven roofs. A stranger can be seen struggling over the trail, and hundreds of Indians bearing torches in their hands head homeward from the chase. Just at this moment the drama has its inauguration.

The story tells of the coming of the white man; it shows the fire and torture stake, Indian council camps and the smoking of the peace pipe, grim Indian threats. While the story weaves itself about the tragic life story of Wallula, daughter of Chief Multnomah, the Indian in all his native dignity, in his color panoply and mounted on a magnificent Indian pony, has his place in the tale.

The medicine man and soothsayer tells of the ending of Indian rule, internecine warfare when the bridge shall fall. And as the great valcano erupts a solid cloud of black smoke and sheets of flame and falling ashes, the great stone bridge crashes.

Knowing his doom, Chief Multnomah dies, and with the wailing of hundreds of his tribesmen the aged chieftain is laid on a pyre in his blazing canoe. Canoe and man are set afloat forever on the waters of the Columbia. Slowly the canoe passes out of sight behind the hills—"The Bridge of the Gods" is over.

Over 500 persons and $25,000 in cash have been used to make "The Bridge of the Gods" a success. It achieved success conspicuously during the Rose Festival and it is believed that the success will be just as great at the Elks' convention.

Albany Poet Dedicates Verse to J. J. Hill.

"Oregon's Greeting to the Empire Builder," Wins Favorable Comment at Big Celebration July 4.

ALBANY, Or., July 6.—(Special.)—A poem written by Viola Price Franklin, of this city, in honor of James J. Hill was a feature of the big celebration here July 4 in honor of the completion of the Oregon Electric to this city. Copies of the poem, which is entitled "Oregon's Greeting to Her Empire Builder," were distributed at the banquet given by the people of Albany to Oregon Electric officials on that day and it attracted great attention and favorable comment.

Mrs. Franklin is librarian of Albany's city library and is prominent in the educational life of the city. She is the wife of Dr. F. G. Franklin, dean of Albany College, also a well-known student and writer, who has written several books and many magazine articles on scientific subjects. The poem follows:

Oregon's Greeting to Her Empire Builder.

DEDICATED TO JAMES J. HILL.

(Poetic form suggested by a poem by Clarence Urmy.)

"Willamette Bright, what shall we say?"
"Tell him of my love alway;
That my waves in music flow
At his bidding pleased to go,
Bearing freight of wood and steel,
Plans of Builder to make real."

"Oregon Vales, what shall we say?"
"Tell him of our love alway;
Tell him that for him we bear
Choicest fruit beyond compare,
Until the fame of apple land
Has flown, like Ariel, from strand to strand."

"Apple Orchards, what shall we say?"
"Tell him of our love alway;
That million blossoms bring their cheer,
To deck his train with petals dear;
While red-cheeked apples crowd his car,
And bear his praise to lands afar."

"Portland Roses, what shall we say?"
"Tell him of our love alway;
Tell him that his deeds so rare
Countless like our petals fair,
Refulgent shine, and love wreaths crown
Our Empire Builder of high renown."

"Forests Grand, what shall we say?"
"Tell him of our love alway;
Tell him that myriad fir trees bend
In graceful greeting, joy to send;
Since his vision chanced to light
On Hood's high peak with snow-crown white."

"Mountains Hoar, what shall we say?"
"Tell him of our love alway;
How we've held our primal sway
O'er this land, 'til came this way
The Builder of the Great Northwest,
To whom we yield our regal crest."

—Viola Price Franklin.

Medford Pastor Ill Here.

Father J. A. Van Nevel, pastor of the Catholic Church at Medford, is in St. Vincent's Hospital, suffering from a nervous breakdown, due to overwork. Father Van Nevel for several years was assistant pastor at Albany, and is well known in the Willamette Valley. His energetic work in attending the many small missions that are scattered over Linn County, and are part of the Albany pastorate, proved a hard strain on his health. He had been in the Medford hospital several weeks before coming to Portland.

County Buys St. Johns Ferry Site.

The County Court yesterday closed a deal by which it purchased from H. C. Campbell for $4200 frontage of 70 feet on the west bank of the Willamette River as a landing for the St. Johns-Claremont ferry. The price, $60 a front foot, was fixed by the county board of appraisers, consisting of County Surveyor Holbrook, H. G. Sibray and William Sweeney. It is the same as demanded by Mr. Campbell. The land purchased by the county runs several hundred feet back to the Linnton road. A deed will be delivered tomorrow. In view of the appraisers' valuation the county has abandoned the project to condemn the land as a road so that no obstacle will be placed in the way of diverting the property to some other use at a future date should the ferry cease to operate.

Strong as we are for optimism, there is frequently more of it at a wedding than the occasion deserves.

Splendid colored illustrations in "The Guardians."

There are 11,400,000 square miles in the British empire, 8,400,000 in Russia and 200,000 in the German empire.

SOO SHORT LINE.

For St. Paul, Minneapolis and the East, take the Soo Flyer, electric-lighted, fast time, excellent service. Leaves Portland 9 P. M. Ticket office, Third and Pine (Multnomah Hotel). **

Our idea of a cautious and capable business man is one who insures his bushel before he hides his light under it.

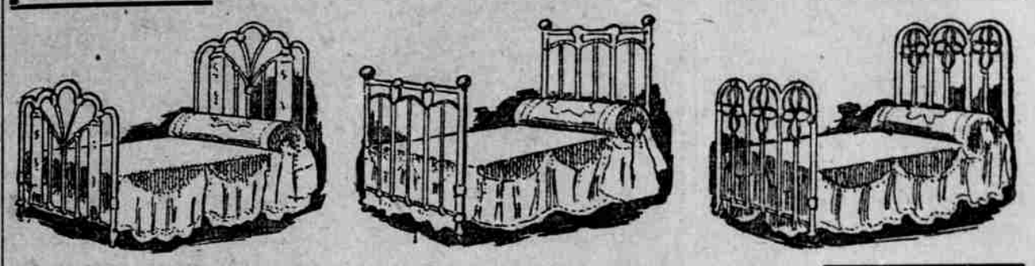
Visitors to Portland will enjoy "The Guardians of the Columbia." **

MORGAN-ATCHLEY FURNITURE CO.

69-75 GRAND AVENUE COR. E. STARK STREET

Each Customer Shares the $25,000 We Save Annually in Interest and Taxes Because We Built on the East Side

The Elks are overrunning the city. Flags and bunting everywhere. Merchants striving to outdo each other in originating artistic window displays, or liberally decorating their buildings. Night and day the work has been going on. Determined not to be outdone by our fellow-merchants, we, too, are getting busy with hammer and nails. One of our handsome display windows has been completely emptied of all goods and is being decorated in a unique and novel design. It will be worth going out of your way to see.—also the following big bargains:



Special Sale of Brass Beds During Week of B. P. O. Elks' Reunion

Nowhere else can you find a more complete line of Fine Brass Beds. They're massive, elegant and showy—in the new satin finish. You can make one of these Fine Brass Beds pay for itself, by fitting up that spare room and renting it. Accommodations are scarce this week—here is your opportunity.

$14.50 Brass Beds, special at	$ 9.85	$62.50 Brass Beds, special at	$46.75
$22.50 Brass Beds, special at	$14.85	$72.50 Brass Beds, special at	$54.25
$25.00 Brass Beds, special at	$18.75	$82.50 Brass Beds, special at	$61.75
$42.50 Brass Beds, special at	$31.75	$85.00 Brass Beds, special at	$63.75

Indiana Refrigerators

A big shipment of these popular Refrigerators just received. Our line is now complete. The Indiana Refrigerator is the best made. The front, bottom and back of ice chamber are one solid piece of galvanized iron. Provision chambers have four coats of Neal's baking enamel, and are finished with a high gloss. Used by fruitgrowers everywhere. Prices range from

$9.00 to $60.00

Special Sale of Carpets and Rugs

In our Carpet Department you will find another great festival occasion. The splendid bargains here will strongly appeal to Portland's prudent housekeepers. All qualities well represented.

Royal Wilton Rugs—9x12, standard quality, small allover designs, in modern colorings. Reg. $50 quality, now **$36.95**

Body Brussels Rugs—9x12, suitable for living-room, dining-room or bedroom. Reg. $33 grade, spe. **$25.75**

Axminster Rugs—9x12, in a fine assortment of up-to-date patterns —regular $25 and $27 grades, special price **$17.85**

Seamless Velvet Rugs—9x12, in modern patterns; a most serviceable rug. Reg. value $22.50, now only.... **$16.25**

Seamless Brussels Rugs—9x12; a big variety of splendid patterns, in artistic colorings; regular price $18.00; special this week at..... **$14.25**

MORGAN-ATCHLEY FURNITURE CO. INC.

Grand Avenue and East Stark Street.

Buck's Gas Ranges

Buy a Buck's White Enameled Gas Range. They'll last a lifetime. The most beautiful as well as the most convenient. Every burner, grate and burner support can be easily cleaned without loosening a single screw or bolt. No danger of gas being accidentally turned on with a Buck's—an automatic valve lock prevents it. You can save 25 to 50 per cent on your gas bill by using a Buck's Gas Range. See the newly designed canopy—prevents all fumes and odors from the kitchen— **$12.50 to $50**

GAS PLATES, 2 and 3 burners..... ..... **$1.80 to $5.75**

HOT PLATES, in smooth nickel, with one regular burner, one giant burner and one simmer; air mixtures adjustable; only..... **$3.85**

GAS OVENS..... **$2.25**

DECISION CLOUDS TITLE

DECISION CLOUDS TITLES

COURT REFUSES TO STOP TAX SALES WHILE SUIT PENDS.

Southern Oregon Company Must Pay Assessments or Redeem Its Claim to Land Grants.

One of the side issues in the land grant forfeiture suit of the United States against the Southern Oregon Company was decided yesterday by Judge Wolvertor in the United States District Court, but the questions involved in the main case were not passed upon. A number of years ago Congress made a land grant in Douglas and Coos Counties as a subsidy for the building of a military road from Coos Bay to Roseburg, and one condition was that this land should be disposed of only to actual settlers in small tracts at $2.50 an acre. Eventually the Southern Oregon Company obtained these grant lands and recently a suit filed by the Government for the land because the [illegible] had not been co[illegible]

H[illegible] Means a gloomy season for those financially interested, until the matter is cleared up—and sometimes that proves utterly impossible. You cannot afford to risk the trouble and expense of litigation. Protect yourself before you buy, by securing a guaranteed Certificate of Title. Investigate. Call for booklet.

TITLE & TRUST COMPANY

4th and Oak, Portland