

OREGON INDUSTRIES
WHEAT. FLOUR.
LUMBER. TIMBER.
MANUFACTURING.
WATER POWER.
DAIRYING.
FISHING. LIVESTOCK.
MINING. COAL.



OREGON INDUSTRIES
WOOL. SHIPPING.
MACHINERY.
AGRICULTURE.
HORTICULTURE.
TRANSPORTATION.
PAPER MAKING.
WOOD PULP.

300,000. PORTLAND. 1910.

BOARD OF TRADE

A Factor in the Development and Expansion of Portland Commerce—The Commercial Clearing House of the Pacific Northwest.

The board of trade stands for concert of action.
Equal opportunity for everybody.
It is a meeting place for buyers and sellers to congregate.
To facilitate the marketing of grain and provisions and to stimulate their distribution.
Daily sessions for trading in "spot" and for "future delivery."
Open market quotations are posted during these sessions, based on actual transactions.
Consignments and offers of country members are submitted at market sessions.
The board of trade as its usefulness becomes more and more established will serve as the commercial clearing house of the Pacific northwest.
Has large non-resident membership. A factor in the development and expansion of Portland commerce.

throw its strength into the solution of problems for the betterment and upbuilding of Portland's commerce.
The board of trade stands for concert of action, because concert of action among the intelligent business people of our section cannot but be prolific of good results.
The board of trade stands for an equal opportunity for everybody.
A kind providence has greatly favored this section of our country.
We have a fertile soil that can produce more than enough to feed Europe. Our population is intelligent and progressive. We possess a great water system which enables us if properly taken advantage of to stimulate the development of our production and the distribution of our surplus.
Portland the Gateway.
Thus it will be seen that destiny has made this great empire the gateway to the world's greatest commercial fields and Portland the passageway for the riches of the Pacific northwest to pour out and for the riches of other peoples to pour in.
Do we realize the opportunities which are thrusting themselves upon us? Are we awake to the greatness that is to be forced upon us? Are we broadening our lines to take care of the volume of business which will come our way? Are we putting forth the exertions to "keep the pace" that times and opportunities demand?
As commercial bodies are we dawdling too long over trivial matters, which are too transitory to have a right to stand in the way of the enlargement and expansion of this city?
What we need is bigger ideas, bigger hearts and bigger purposes. There is glory enough for all of us in this great and beautiful country of ours.
Solomon in his maturer years said: "Seest thou a man diligent in his business; he shall stand before kings; he shall not stand before mean men."
Diligent in business should be our watchword for 1909. With due apologies for these digressions, be it remembered that the board of trade of

Portland has a prominent place in every phase of activity as it is based upon commerce and the distribution of food products and the exchange of commodities. The board of trade is a meeting place where buyers and sellers congregate, for the purchase and sale of grain and provisions, and one of the most important functions is to fit and enforce the rules for such buyers and sellers.
Gets Interests Together.
The board of trade endeavors to bring together the buyers and sellers of farm products in the interest of fairness and equity, to facilitate the marketing of grain and provisions and to stimulate the distribution of such products to the consumer.
The aim and purposes in other words are:
To promote uniformity in the customs and usages of merchants.
To inculcate principles of justice and equity in trade by correcting and eliminating abuses in buying and selling, handling, inspecting, weighing and transporting of grain, to facilitate the speedy adjustment of business disputes and to acquire and disseminate valuable commercial and economic information.
As an intermediary between the grower and consumer the board of trade has and will continue to perform a vast and beneficial labor.

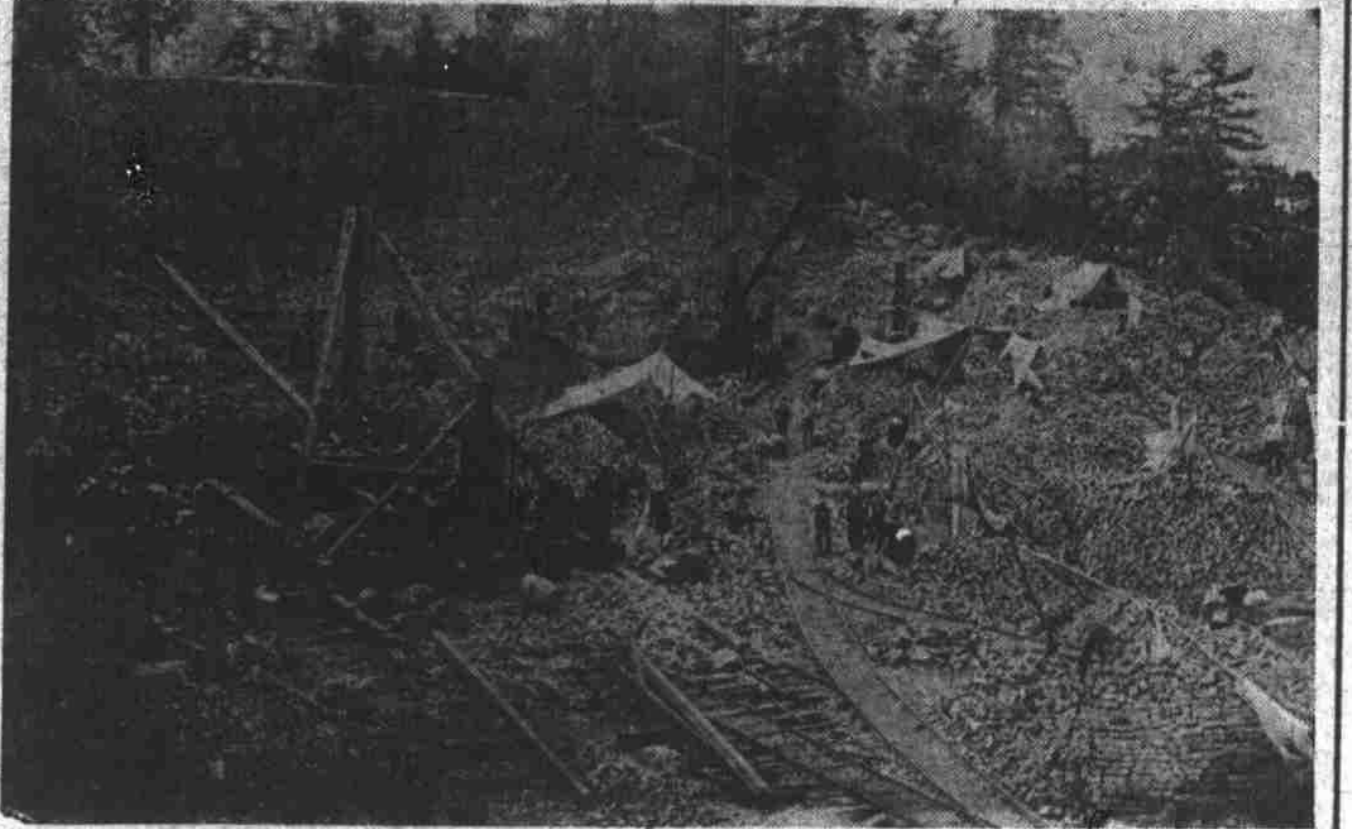
"Futures" Help Producers.
Since the question of trading in grain for future delivery and the quoting of public market quotations as official board of trade prices have been the subject of criticism as being both speculative and harmful, the fact should not be overlooked that "trading for future delivery" enhances the value of the product to the producer and at the same time and without injury to the producer lowers the cost of food to the consumer.
It is a useful and beneficent evolution of modern business.
Board of Trade Necessary.
To quote the remarks of one of the

By Fred Muller, Secretary Board of Trade.
ANOTHER year has rolled around and while it has had its uncertainties, its trying situations and its complexities, withal the work has been pleasant, made so largely, by the generously manifested disposition of all the members of the institution to advance the board of trade both in prestige and in numerical strength.
In spite of all this manifestation of interest in the board of trade, there still are those who ask:
What does the board of trade stand for?
What has it done?
It is now one year since "trade rules" were adopted by the board of trade and it is gratifying to know that their usefulness is more and more being recognized and that they are constantly growing in favor.
The board of trade stands ready to

ST. HELENS QUARRY COMPANY

Large Rock Crushing Plant With Capacity of Over Five Hundred Cubic Yards Per Day Kept Busy on Account of the Demand for the Better Grade Material From These Quarries.

Among the many signs of the progress Portland is making as a great city, probably no single feature of improvement stands out more prominently than better streets in all sections of the city. The forms of street improvements are numerous and variously suited to the particular localities where made. The one predominant material, however, entering into the construction of the various kinds of pavements which meet the necessary tests of durability and suitability, is rock in one form or another. Rock as a general term may include most any sort, from a soft sandstone or decomposed shale to the hardest and toughest trap and basalt. For many years Portland has put up with the product from quarries within the city itself or situated close by, in spite of the fact that such material has proved inferior because lacking in necessary qualifications for road purposes. To obtain the best results in road construction, rock must be hard and it must be tough—two distinct characteristics—though not always recognized as such. And when used for macadam roads, it must possess, in addition, the property of binding itself together when ground to a dust under certain conditions of moisture and compression. These facts have not been recognized and much inferior rock—rock that is partially decomposed through natural agencies as it occurs in the ledges—has been used with poor results. Rock possessing the necessary qualifications is at hand, however, in large quantities at various locations more or less accessible to Portland. To find desirable rock is an easy matter. To find such rock within reach of transportation facilities and in ledges permitting of economical quarrying is more difficult. Such a condition does exist, however, near St. Helens, Or., about 30 miles down the river from Portland. Here the St. Helens Quarry company, an enterprise instituted some two years ago by Portland capital, has erected a large and modern rock crushing plant and is now supplying the Portland contractors with crushed rock of a quality better suited for road making, according to tests by the United States government laboratories at Washington, D. C., than any other rock obtainable on the Columbia or Willamette rivers. Heretofore small crushing plants have been erected at various locations known as "hill quarries" within the city of Portland, and a few attempts have been made to transport a better rock to Portland and crush it on the docks. The St. Helens Quarry company was the first to erect a plant of large capacity at their quarry, thus enabling them to transport crushed rock to any point on the Columbia or Willamette rivers, the St. Helens Quarry company has made possible much of the notable improvement in Portland's streets. There is still much work to be done and during the coming year the St. Helens Quarry company will be ready to meet the demands of contractors for all classes of rock and to supply all customers on equal terms without discrimination or preference.



In addition to crushed rock, no better supply of paving blocks, sewer blocks and building stone can be found than in the St. Helens Quarry company's quarries at St. Helens.
For the heavily traveled streets of the warehouse and terminal districts no pavement can meet the requirements except the stone block pavement laid according to the present city specifications, which provide for a concrete foundation and a concrete cushion and rich cement filler between the blocks. In most all cities of the United States where satisfactory rock can be obtained within reasonable distance, the Stone block or Belgian block pavements have been used there to some extent. Stone block pavements have been used to great extent and have given to the cities their reputation for durable and clean streets.
In the manufacture of stone blocks 100 or more men are employed by the St. Helens Quarry company. These men are not a part of the great floating population of every community, but mostly skilled laborers who reside in and about St. Helens.
The building stone obtainable from these quarries is admirably adapted to all classes of rough face masonry work, now so popular in the construction of foundations, porches and outside chimneys of the better class of residences. This rock occurs in large blocks approximating a cube in form and weighing from one half ton to two or three tons each, making a very desirable material just as it is quarried for heavy piers, dock walls, riprap and the like. The business of quarrying forms an important industry in the community and inasmuch as St. Helens is a town tributary to Portland, it is strictly a home industry.
The St. Helens Quarry company have large rock bunkers in Portland on both sides of the river, where all sizes of crushed rock, graded according to the usual requirements of construction are kept on hand, as well as a large supply of paving blocks.
Estimates on building stone and prices on crushed rock, stone blocks, etc., may be had at the company's city office at No. 1 Front st., corner Ankeny.

THE BITULITHIC PAVEMENT

Best for the Property Owner
Because
Durable
Noiseless
Sanitary
Cheapest
Standard Pavement



Best for the Horse
Because
Resilient
Non-Slippery
LOW—
First Cost
LOW—
Ultimate Cost

BEST BY EVERY TEST