

LOCAL LUMBER CO., GETS 'WRITE-UP' IN HUGE PUBLICATION

One Hundred Pages, Illustrations and Reading Matter, Tell of C. A. Smith Company's Oregon Holdings.

Last week's issue of the American Lumberman, of Chicago, just at hand at local lumber offices, contains a magnificent illustrated write up of the timber and manufacturing interests of the C. A. Smith Lumber & Manufacturing Company, Marshfield, Or., which is interesting from a newspaper standpoint for the reason that it is the largest illustrated write up of this sort ever published in a trade journal, filling just 100 pages.

Lumbermen are particularly interested in the article for the reason that it contains many full page half tone illustrations of timber showing the fir, Port Orford cedar and spruce timber growing in the vicinity of Coos Bay in Oregon as well as the California sugar and white pine and redwood timber owned by the same interests.

The method of logging is illustrated and as the C. A. Smith interests are of the few in this country who care for their timber under scientific supervision, it is explained how care is taken by the chief forester in seeing that one seed tree is left on each acre of land logged over, for the purpose of reproducing. Fires are kept away from the second growth that springs up from the seed deposited by the one tree left, and as the growth in the Coos Bay region is probably greater than anywhere else on the Pacific coast, and is estimated to be 1000 feet per acre per year, on the C. A. Smith timber holdings of nearly 300,000 acres in the vicinity of Coos Bay, the annual growth would be nearly 300,000,000 feet, and as the output of the mills is about 150,000,000 annually, it is seen that theoretically at least the C. A. Smith interests are providing for perpetual lumbering.

Practical Conservation. This is a matter in which the public is concerned, for it in a measure solves the problem of the future supply of building material. It is an example of practical conservation and shows that in large hands it is possible to provide for the timber supply of future generations, and at the same time carry on active manufacturing operations. Under the supervision of the forester who is a Baltimore graduate, the Smith interests maintain a nursery at Marshfield where experiments are being carried on in reproducing various kinds of trees from seed. Not only are the woods native to Washington, Oregon and California planted, but also eastern and southern woods, such as yellow pine, gum, and various kinds of hard woods are being grown in the nursery and accurate records kept of the annual development, and in years to come this information will be of value if it proves necessary to plant some of the cut over land so as to reproduce other forests than fir.

The article in question represents the work of one of the American Lumberman's staff artists during four months' time, making nearly 600 large photographs of the Smith interests in Oregon and California. It is printed on heavy enamel paper, and typographically represents the highest degree of the printer's art.

Cuts Show Plant. There are scores of fine cuts showing the plant at Marshfield, steamships loading lumber for the California market, as well as pictures of the various heads of departments who have assisted in developing the C. A. Smith Oregon properties, to the point where it is the finest lumber manufacturing plant in the world.

C. A. Smith is a resident of Minneapolis, where he is known as one of the lumber kings of the Mississippi valley. He is a man of great wealth and large business affairs yet he finds the opportunity to devote considerable time to civic affairs in his home city. He is at present one of the board of regents of the University of Minnesota and holds other positions of honor and trust in his state.

Mr. Smith is well known in Portland as he frequently stops over here while en route to and from his mill at Marshfield and his home in Minneapolis. He is a personal friend and business associate of Frederick A. Krebs, the well known Portland timber operator.

A swimming suit invented by a Californian has a buoyant jacket, to the shoulders of which are attached swiveling fins, operated by cords running to the wearer's feet.

The economy and added comfort for the occupants are claimed for an eight-wheeled automobile built for experimental purposes by an Indiana manufacturer.

Journal Want Ads bring results.

YOU CAN'T BE TOO CAREFUL

WINTERS DEED HELD UP PENDING QUIZ

After waiting two years to place a deed on record, W. E. Purdy, former captain in the Volunteers of America, filed an instrument yesterday with County Clerk Fielder purporting to be a conveyance of valuable property on Grand Avenue belonging to the estate of H. D. Winters. Deputy District Attorney Fitzgerald instructed the county clerk to hold the deed until an investigation can be made relative to the transfer.

TEAR OFF AND MAIL THIS TO-DAY

Coupon form for requesting a booklet from the Title and Trust Co., Lewis Bldg., 4th and Oak, Portland, Or.



Four story store and apartments erected for Morgan, Fleidner & Boyce at East Stark street and Grand avenue.

PORTLAND CATTLE LOAN COMPANY IS DOING BUSINESS

Offices Are at Union Stockyards; Walter B. Dickey, Formerly of Sioux City, is President; Directors.

For the accommodation of stock raisers in transacting business on a cash basis if they so desire, the Portland Cattle Loan Company has been organized here, with Walter B. Dickey as president and manager. Mr. Dickey was formerly cashier of the Livestock National bank at Sioux City.

The company has offices at the Portland Union stockyards in North Portland, and is thus conveniently located for the stockmen who come into the city with stock shipments. The men interested in the company are prominent bankers and capitalists, and the directors are W. M. Ladd, president of Ladd & Tilton; A. L. Mills, president of the First National bank; J. C. Almsworth, president of the United States National bank; E. R. Corbett, assistant cashier of the First National bank; William Pollman, president of the Baker Loan & Trust company; C. M. Bair, capitalist; C. C. Colt, president of the Union Meat company; D. O. Lively, vice president of the Portland Union stockyards, and Mr. Dickey.

Other stockholders are: Edward Tilden, president of the National Packing company; Louis F. Swift, president of Swift & Co., and Edward E. Swift, vice president of Swift & Co.

Mr. Dickey came here recently from Sioux City, and a few days prior to his leaving there, a Sioux City paper contained the following account of his connection with the new Portland institution: "Walter Dickey cashier of the Livestock National bank, will become president of the Portland Cattle Loan company in Portland, Or."

Mr. Dickey was called into Chicago recently to listen to a proposition from Edward Tilden, Louis Swift and other financiers of the packing world. It included a large increase over the salary he was drawing in Sioux City. Mr. Dickey took the matter under consideration and on Friday in Chicago accepted the proposition.

Local Bankers Directors. "Five bankers of Portland will be directors in the Portland Cattle Loan company. Headquarters will be at the Portland stockyards. The presumption is that eventually the packers will establish a stockyards bank there, just as they did in Sioux City."

Mr. Dickey has been with the Livestock National bank 12 years, having started as teller. The business has enjoyed a phenomenal increase, and the recognition which has been given Mr. Dickey indicates that the packers give him a good share of the credit for the development of the business here."

Plano rented \$3. per month, free drainage. Kohler & Chase, 375 Washington st.



Apartments under construction at Twelfth and Harrison streets for C. C. Smith.

PORTLAND'S GAIN TOTALS \$800,000

Construction Record Through-out Country Shows General Decline.

A record of construction for the 10 months ending with October for 44 building centers representing every section of the country shows a decline of 5 per cent when compared with the record for the same period in 1910. Declines of from 1 per cent to 58 per cent are reported in 27 cities and gain in 17 ranging from 2 to 35 per cent. The total for from January 1 to November, 1910 was \$570,000,000 as compared with \$640,000,000 for the same period in the current 10 months.

Table showing construction statistics for various cities from Jan. 1 to Nov. 1, 1911, compared with 1910. Includes cities like Atlanta, Baltimore, Buffalo, etc.

This site is one of the most desirable in the district and will be improved at an early date. Edward Strode bought a like size lot at Twenty-fourth and Knott streets, for \$2846.

Harry Z. Compton purchased lot 3, in block 4 for \$1000, and has already begun the erection of a modern home to cost \$4000.

Lot 4 in block 1 was sold to Dr. I. Mason for \$1400. The buyer has let the contract for a \$4500 residence to be erected on the lot.

Other lot buyers in the addition were: Hattie Lincoln, lot 5, block 1, \$1400; William Caswell, lot 2, block 8, \$1694; A. E. Eclund, lot 1, block 1, \$2594.

Glen Eyrie has been on the market only about 90 days, yet a large portion of it has been sold and a number of dwellings are going up in the tract.

Plano rents \$3 mo. 375 Wash st.

Free Trip to Bend



Owing to our large sales of the past week, we will discontinue our FREE TRIP TO BEND in the very near future. WHY do we give this FREE TRIP? It is because we are owners, NOT agents, and we pay NO costly commissions. Our property is within two blocks of the UNION DEPOT. Our lots are 50x140. While they last, the average price is

\$200 TERMS, \$10 PER MONTH. A small investment will equal a life of toil. The Hill and Harriman railroads have spent millions to reach BEND. Will you spare the time to investigate? If so, call and make arrangements today. The Newlon-Koller Co. Inc. 301 Buchanan Bldg., Portland, Or.

STEEL INDUSTRY SHOWS BIG GAINS DURING OCTOBER

Prosperity of Country Indicated by Large Number of Orders Received for Delivery in Year of 1912.

Nothing more clearly shows the growing prosperity of the country than the large orders for steel rails, for 1912 delivery, made by the railroad companies of the country. The principal rail orders for next year's delivery, as reported from Pittsburgh, include 50,000 tons for the Louisville & Nashville, 25,000 tons for the Norfolk & Western, 20,000 tons for the Burlington, and 40,000 tons for the Great Northern, making a total of 135,000 tons for these four systems.

While these roads are regular buyers of rails, they are by no means the largest users of new rails in the country. It is reported, says the Pittsburgh dispatch, that such large systems as the Pennsylvania, New York Central, and Baltimore & Ohio will shortly come into

October, made public last week, brought to light a surprising condition in the steel trade, as it showed a gain during October of 83,011 tons, while September had shown a loss of 84,668 tons. "Usually there are many predictions as to what the October showing will be, but this year there was a remarkable lack of forecasts. The feeling in the trade, however, was that if October showed as good bookings as September it would be all that could be expected, and would show a fairly satisfactory condition. The showing, however, is vastly more favorable than this, the difference between September's loss and October's gain amounting to nearly 170,000 tons.

Stocks At Low Ebb.

"For a fortnight past there has been a general feeling in the iron and steel trade that the turning point had been reached. Reports from all over the country are to the effect that stocks of iron and steel, in the hands of both jobbers and manufacturing consumers, have for weeks been at the lowest possible ebb, and at a level which would not permit the ordinary conduct of business, were the mills not able to make very prompt shipment on new specifications, which ordinarily they cannot. Once such a move started it would rapidly gain headway, through the mills falling behind, if only two or three weeks, in their deliveries on fresh specifications.

"Pig iron production in October showed a comfortable gain over September, and a heavy increase over October, 1910, and is now at the rate of 25,000,000 tons a year. Shipments of pig iron and steel products are fully up to the increased pace of production. "A report full of interest to the steel trade and of wide general interest, which gained circulation last week, but which was not definitely confirmed, credited the New York Central with having given an order for 10,000 steel cars for next year's delivery.

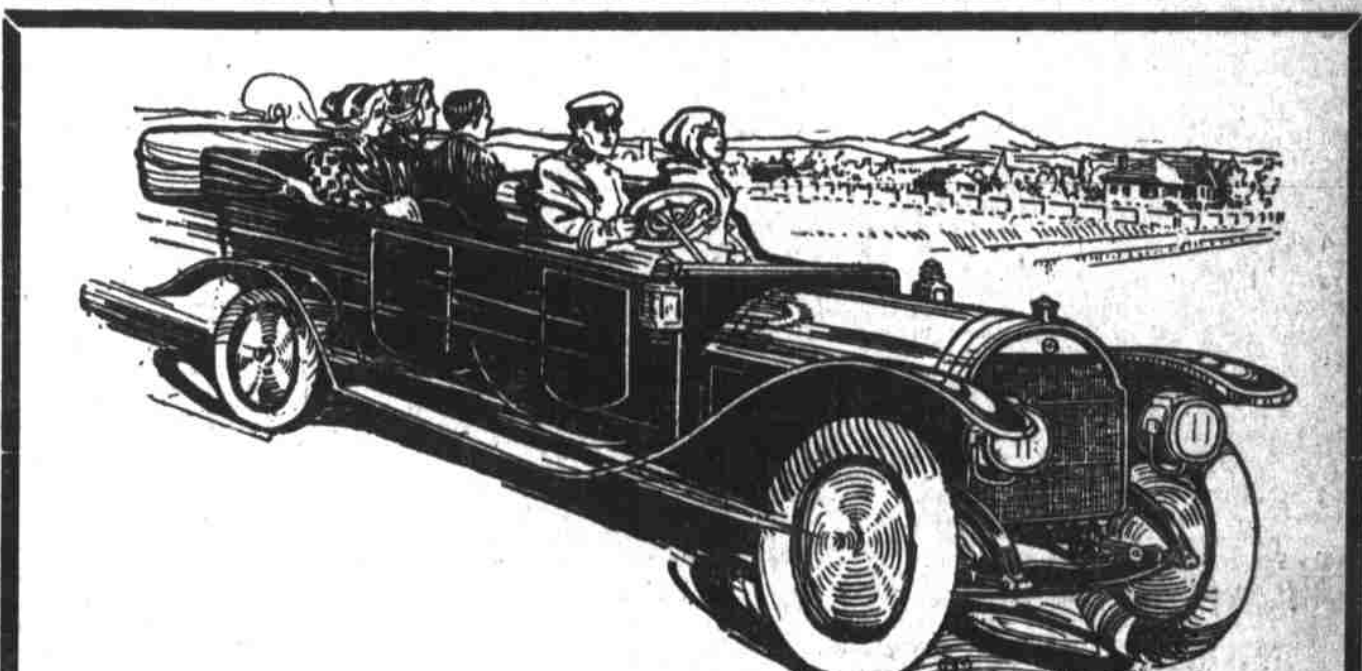
Building Permits. Mount Hood Brewery, repair two story frame saloon, Front street, between Jefferson and Madison; builder, Johnson Lindstrom; \$250. O. C. Caswell, erect one story frame garage, 4728 East Seventeenth street, between Forty-seventh and Forty-eighth avenue; builder, same; \$100. Louis Paar, repair one story frame dwelling, Fifty-third avenue, between East Sixty-seventh and Sixty-eighth; builder, same; \$100. W. H. Hellman, erect two story frame dwelling, Haight avenue, between Almsworth and Jarrett; builder, same; \$3500. E. J. Flock, repair two story frame dwelling, 306 Main street, between Fifth and Sixth; builder, same; \$100. C. P. Maginnis, erect one story fireproof, concrete store and theatre, Base Line road, between East Eighty-fifth and Eighty-first; builder, Hilliard & Maginnis; \$6000. W. J. Summers, erect two story frame

dwelling, East Couch street, between Thirty-sixth and Forty-first; builder, same; \$5000. W. J. Summers, erect two and one-half story frame dwelling, East Couch street, between Thirty-ninth and Forty-first; builder, same; \$4500. W. J. Summers, erect two and one-half story frame dwelling, East Couch street, between Forty-third and Forty-fifth; builder, same; \$5000. D. L. Demant, erect one story frame dwelling, 415 East Sixty-third street, between Forty-first and Forty-second avenue; builder, same; \$600. Treasury Department, Washington, D. C. repair semi-fireproof U. S. custom house, Eighth street, between Couch and Davis; builder, C. W. Lang-fors; \$25000. McFarland & Sutherland, erect one and one-half story frame dwelling, East Thirty-sixth street, between Mill and Hawthorne; builder, same; \$2000. Maggie E. Ramsdell, erect one and one-half story frame dwelling, Fortieth avenue, between Forty-second and Forty-fourth; builder, C. S. Ramsdell; \$2500. Buffalo Steam Roller Co., erect one story frame shed, Gibson street, between C and D streets; builder, same; \$250. E. W. Cassel, erect one story frame dwelling, East Fifteenth street, between Emerson and Sumner; builder, same; \$300. William D. Porter, erect one story frame shed, 940 Forty-seventh street, between Sixty-ninth and Seventieth; builder, same; \$100. Trigue Wilson, erect one story frame dwelling, East Seventy-ninth street, between Forty-third and Forty-fourth avenue; builder, same; \$200. D. E. Hopkins, erect one story frame dwelling, Terry street, between Derby and Patton avenue; builder, same; \$100. Ingersoll Construction company, erect truss work for roller coasters, The Oaks Park; builder, P. Bauscher; \$14,000. W. V. Shane, erect one story frame shed, 274 East Sixty-third street, north between O-W. R. & N. railway; builder, same; \$100. Phillip Buehner, repair three story brick poolroom and cigar stand, 353 First street, between Madison and Jefferson; builder, T. C. Retchel; \$300. A. W. Ogilvie, repair one and one-half story frame dwelling, East Eighty-second street, between Lincoln and Division; builder, same; \$500. Balfour, Guthrie & Co., repair mill constructed warehouse, First street, foot of Raleigh; builder, same; \$860. Bernard Cunde, erect one and one-half story frame dwelling, Fairmont boulevard, between Chesapeake and Council Crest; builder, same; \$500. Judge Rufus Mallory, erect eight story fireproof concrete hotel building, northwest corner Yamhill and Low-waldale streets; builder, Leonard Construction Co.; \$150,000.

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See Parkrose TODAY

THERE'LL NEVER BE A BETTER TIME—in fact, the only time to see and invest in Parkrose is right now—before the improvements are completed—while the prices are still low and terms exceptionally easy. ARRANGE TO GO OUT TODAY in one of our autos. Look into Parkrose yourself—see its advantageous location—note the streetcar line being constructed to the center of the tract—look at the houses that are being built—and see the improvements that are going on on all sides. SELECT A PARKROSE ACRE OR HALF-ACRE TRACT NOW—arrange to plant potatoes or other things in the Spring—your first crop will show splendid returns on your investment—and you will have Solved the High Cost of Living.

Hartman & Thompson Ground Floor Chamber of Commerce Fourth and Stark Sts. Phone and auto will call at your home. Or take the Rose City Park car, get off at end of line. Autos will be taken up to Parkrose office. Phone Main 208 or A-2050. After 10 a. m. today phone tract office, Taber 3457.