

# Portland Is City of Remarkable Development

## Recent Progress Indicates Future Greatness

FROM an overgrown town of 90,000 people in 1900 to a metropolitan city of something over 250,000 in 1912, is a jump of no small magnitude. Portland made this jump in twelve years. She is still jumping. A most conservative estimate is that 1920 will see Portland with a population of 575,000.

With added population will come more wealth, more manufacturing plants, more shipping and jobbing. Already classed as one of the wealthy cities of the country, Portland promises to swing to the front rank among the wealthiest communities. Every indication points to this in an unmistakable manner.

The city is the meeting place of land and water transportation. A splendid fresh water harbor with a deep channel to the sea, connects her with the ocean, the roadway to the world's market. Railroads, with water grades, bring the produce from the great rich Inland Empire to her gates. Geographically, Portland's location as a business, manufacturing and jobbing center is ideal. High mountains shut off her rivals from the interior. Heavy grades or roundabout routes are the only choice for those who wish to ship goods to other harbors in the Pacific northwest.

That the advantages possessed by Portland are fully appreciated by the Hill and Harriman railway systems is seen in the millions they have spent in securing terminal facilities in Portland. For the existing and proposed lines into the interior. And more millions will be spent. Less than 45 years ago there was not a rod of roadbed within the state. Today there are nearly 3000 miles of steam railroads in operation and approximately 300 miles of electric lines. And Portland is the center of this railroad activity. Several hundred miles of railroad, reaching into the heart of eastern Oregon and traversing the state are projected. When completed these feeders will pour the produce of that region into Portland also.

Within the last two months the Hill officials announced that they will spend several millions for extensive terminals in Portland, and the Southern Pacific has announced that \$3,000,000 will be expended in the electrification of approximately 340 miles of its lines in western Oregon.

**What Figures Show.**

In 1880 the census showed Portland to have a population of 2874; in 1900 this had increased to 90,426, and in 1912 the very lowest possible estimate shows that 250,000 or more people reside within the city limits. This does not include the thousands who live in outlying communities, who make their living and draw their supplies from Portland. The assessed value of the city in 1900 was \$23,554,209. In 1911 it was \$296,199,230, and it is estimated that the assessed valuation for 1912 will be \$215,000,000 in round numbers.

Within the last two years the postal receipts have increased 22.82 per cent. In 1910 the receipts for 12 months were \$317,790,000 and for 1911, they were \$1,094,428, an increase of \$186,638. For the first six months of 1912 the postal receipts amounted to \$522,976.54, as

against \$489,551.91 for a similar period in 1911.

Bank clearings in 1900 were \$106,918,027.48. This was multiplied by five plus in 1911 when the clearings were \$557,464,948.17. For the first six months of 1912, ending July 1, the clearings were \$289,789,508.06, approximately \$25,000,000 more than the clearings of the first six months of 1911.

The building record likewise shows how the city has been jumping to the front in recent years. Less than \$1,000,000 was spent for buildings in 1900. Twenty million dollars was the building record of 1910. In 1911 the records show that \$19,152,370 was put into new structures. For the first six months of 1912 building permits were issued to the amount of \$4,798,136.

Realty activity is another barometer in business. In 1900 property valued at \$3,532,985 was transferred. Approximately eight times this amount or \$25,269,554 in realty was transferred in 1911.

Street improvements as well as other things of similar nature kept pace with the city's advance on financial lines. At present there are 230 miles of paved streets in Portland. Last year 181 miles of street improvements were completed. Up to July 1, of this year, contracts for 50 miles of pavement were made.

There are nearly 300 miles of sewers and large contracts for sewer extensions into outlying districts have been let recently.

The city's water supply comes from Bull Run lake, 24 miles away. It is the purest in the world. The new conduit, just completed, can supply a city of 625,000 people.

**Big Building.**

Magnificent hotels and business blocks have been built recently. Among them is the Yeon building, a splendid 16-story structure on Fifth street, at Alder; the Wilcox building, at Sixth and Washington; the Multnomah hotel, Holtz department store, at Fifth and Washington, the solid 10-story building opposite it that will house the Lipman & Wolfe department store; the Woodlark building, on West Park and Alder, and the Bowers hotel annex, on Washington street at Tenth. The new home of The Journal at Seventh and Yamhill is another notable structure that is nearing completion. Its tower is the highest observation point in the business section of the city. These are only a few of the downtown sky-scrapers that have been erected in the business section in recent date.

Behind the history of any community's upbuilding is the story of her business development. Business is the big pulsing heart that keeps population at flood tide.

In this connection it may be said that the city is the home of hundreds of manufacturing plants and factories. At the present time there are 760 manufacturing plants operating in the city. These represent practically every line of endeavor from furniture manufacturing and ship building to canning peaches and drying oysters. More than \$45,000,000 is invested in these enterprises. Thirty thousand people are employed in them. The concerns earn each year \$20,000,000.

Portland is the greatest wheat ship-

ping port in the United States. New York is second and Puget sound stands fourth, according to records of the United States bureau of commerce and labor. For the first six months of 1912, 6,830,031 bushels were exported from Portland. The value of these shipments aggregated \$5,875,539. New York during the same period exported over 5,700,000 bushels of wheat, and Puget sound, \$1,800,000, not quite one-half the amount shipped from New York.

In addition to large shipments of wheat and flour, Portland exports millions of feet of lumber, raw and finished, during the year, and at her docks vessels from every country of the world discharge cargoes destined for the markets of the great west.

But Portland's claim to fame as a progressive city in which the highest type of citizenship prevails is not based on material considerations alone. She is well aware of the fact, pointedly stated by Kipling, that money is only the oil that makes the machinery of life run smoothly, and accordingly offers her residents all inducements for a home life amidst the most favorable environment. Her public school system is well conducted. There are within her borders several educational institutions of higher learning. Notable among these is Reed college, an institution of arts and sciences, richly endowed, through the generosity of the late E. G. Reed of Portland, that will begin the second college year of its history next September on its own campus in the southeast section of the city. The city's religious life is centered in scores of church structures, many of them notable edifices, representing the several denominations. Work has been begun preparatory to the construction of a new public library to replace the present library that has become too small for the city's needs.

Portland's need for a larger convention hall is to be met shortly by the construction of a suitable auditorium, for which a public bond issue has been authorized, while the authorization by the voters of a bond issue to meet the cost of an adequate public docks system insures its construction.

With the opening of the Panama canal, now an event of the very near future, a great business impetus is certain to result. Immigrants from Europe, who previously have stopped at the Atlantic seaboard, will come through the canal direct to the open west. Instead of living cramped lives in sordid surroundings of murky factory towns, they will go to the farms, and assist in making the Sunset land the most progressive and richest of the nation. In eastern Oregon alone there are 12,000,000 acres of arable land, that has never felt a plow. Along the lower Columbia river is 600,000 acres that is virgin soil.

These opportunities will draw thousands on thousands from the east, as they have already done. The great majority of these prospective homeseekers will not settle in Portland, but their works in territory contiguous to her, will redound to the benefit of the city, just as it will to themselves and to the commonwealth at large. A dollar turned anywhere in the west enriches the whole west in that sum. The development of any natural resource, by the same token, enlarges or creates another money-making source.

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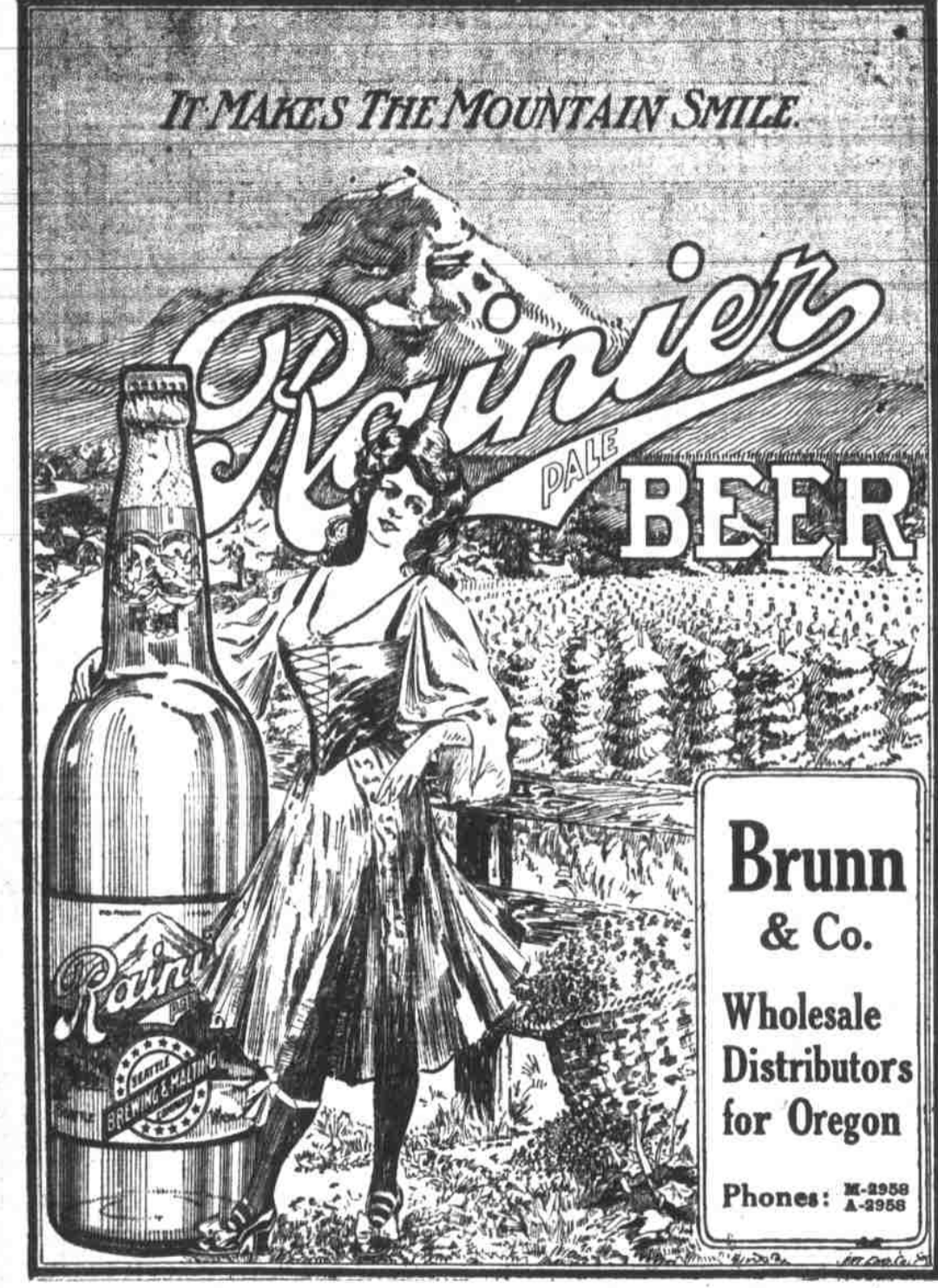
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