

FARAWAY BUYING CERTAIN BAR TO OREGON INDUSTRY

State at Present Leads Western Competitors in Most of Lines of Manufacture.

HOME SUPPORT IS ESSENTIAL

Money Sent to Other Sections of Country Does Not Help Swell Our Vitality Important Payrolls.

By A. G. Clark
 Manager Association of Industries of Oregon
 For the information of those who have not investigated and who do not know, let it be known that Oregon leads all Western competitors in the manufacture of lumber, furniture, woollens, biscuits and crackers and cranberry and other paste foods, jams, jellies, pickles, catsups, table condiments of all kinds, cheese, butter, fruit juices, cider, vinegar, etc. In the manufacture of lumber, cereals and breakfast foods we stand in front rank, if we do not actually lead in product, and our packing houses and creameries are noted not only for their extensive output, but for the superior quality of their products. And our mines hand us plethoric purses every year.

And be it known that we should emphasize that word "quality," for the reason that it is the pride of our people, as well as the ambition of all Oregon manufacturers and packers to offer to the market things which are better than the ordinary and always true to their names and representations.

And be it further known that those who assume a superiority for the products of distant factories are uninformed as to the quality of our own, or willfully prejudiced against their neighbors responsible for their inferior production. And more, they are standing in their own light. They are pulling on the reins to retard the speed of prosperity in their own community, and to stop its expansion.

Blame Is Fastened
 If there be contraction in the volume of business; if there be houses vacated and a decline in population; if property taken wings to find rest and comfort in another clime; if merchants complain and labor be idle, the patron of the faraway factory is largely responsible for the dark and undesirable condition. He has sent his money to a foreign market. It is enriching the man or the corporation who has no interest in Portland or Oregon. It is the means of providing employment for workers in factories of other municipalities and states or in foreign lands. It is the source of the envy of his own commonwealth, and without reason, without any just cause.

Oregon has been prosperous beyond precedent. Laboring men have not so recompensed. Capital has been rewarded for its ventures. Notwithstanding the high cost of every human requirement, there has been supplied on a scale of prodigality. And why?

Because of the monumental expansion, with meteoric suddenness, of the way of life in this region. Hundreds of millions of dollars have been paid in wages. And this vast treasure is speedily transferred to the merchant and other traders. It is paid out for merchandise or for the products of other tollers. It permeates into every crevice and helps to supply every want.

And now, having tasted the sweets of good living, having experienced the joys of plenty, having lived, for a fact, in an atmosphere of luxury, are we to return to the hush of 1910-14? Are we again to begin wondering whence shall come our sustenance and raiment?

Sympathy Not Sought
 This need not be. It ought not to be our lot. It will not be if there shall be an expansion of that spirit of loyalty to our home industries which appears to be growing most luxuriously in Portland, and the state of Oregon during the last two or three years. It is a spirit worthy of all commendation. It is one of self-preservation. It is one which must prevail if we shall continue to be a happy and contented people.

We solicit no undeserved sympathy, we ask for no unmerited loyalty to or for the manufacturers of Oregon. To request either would be a reproach to their products.

The governors of our industries are men of character, of brains and common sense. Not one would believe himself by attempting to foist upon the public an inferior article, then plead for its sale because it was made at home. They are men of largeness of heart and broad vision. They have provided their industries with the most modern implements and machinery. They have surrounded themselves with the best workmen of pronounced skill. They have paid a scale of wages as never was known before. They have employed the best

PROMOTERS OF OREGON HOME INDUSTRIES



Officers and directors of Associated Industries of Oregon: (1)—H. C. Huntington, president, (Bustnell, Photo); (2)—H. J. Frank, first vice president; (3)—W. J. Hall, second vice president; (4)—A. B. Bain Jr., secretary; (5)—A. G. Clark, manager; (6)—J. A. Zehnbauser; (7)—A. J. Bale; (8)—E. N. Strong; (9)—R. M. Irvine; (10)—J. W. Vogan; (11)—George MacDonald; (12)—B. C. Darnall.

Renumbering Streets Planned Simple System Being Sought

Plans for renumbering Portland streets to eliminate complications and to make locations readily accessible even to visitors, have been prepared by the city engineer's office and are ready for submission to the city planning commission, preparatory to final action by the council. A resolution introduced by Commissioner Perkins called attention to frequent duplications of numbers and streets within the city and directed the engineer to prepare plans for new numbers. It was also charged that one could not locate a given street by the number under the old system, and the resolution provided that there should be 100 numbers to a block.

The plans divide the city into five sections, four of them divided by streets as meridians. Burnside street would replace Ankeny as the east and west meridian, and Williams avenue and the Willamette river provide the north and south dividing lines. Streets running east and west hereafter would be known as avenues, and those north and south, or the numerical thoroughfares, would be known as streets. In cases where named streets are laid east and west, their numerical equal would be placed in parentheses on signs. This is to aid in locating numbers. The district east of the Willamette river and south of Burnside would be known as southeast Portland. Numbers would begin at Burnside on streets continuing south and at the river on avenues running east, with 100 numbers to the block.

Northeast Portland would constitute the section east of Williams avenue and north of Burnside. As in the southeastern district, numbers would run from

Williams avenue east and from Burnside north.

The district south of Burnside and west of the Willamette river would be known as south Portland, but the designation would be left off, inasmuch as it would be attached to the northern section of the west side, making unnecessary any designation of the southern part. For instance, letters addressed to 300 Broadway would go to the southern section in the absence of the designation northern. In the southern district below Front street, where numbers begin, there is a strip of land partially settled now. This strip would be known as south and in this case letters should be so addressed.

North Portland would include everything west of the river and north of Burnside to the city limits, with numbers beginning at the river and at Burnside. North should be indicated on packages to be delivered in the district.

The fifth district would be that outside the old city limits north of Burnside and west of the limits. This district would include Linnton and is known as northwest Portland. The old limits are marked by a line running north and south through the center of Macleay park. Numbers in northwest Portland start at the old limits and at Burnside street.

In the peninsula district, which would be a part of northeast Portland, numbers at Lombard street would be made to conform with the rest of the district to provide simplicity in finding a given location by the number. Numbers would radiate north and south of Lombard.

On avenues running east and west that do not cross the river, no designation would be necessary. If the plan is adopted by the city council, it doubtless would be a year before the new order would take effect. In the Peninsula district, which would

Walla Walla Ranch Without New Crops Sells for \$90,000

Walla Walla, April 5.—One of the largest farm deals reported here in several months was closed Wednesday, in the transfer of farm land belonging to the estate of Elizabeth H. Baker, deceased, to Moxie Zuger for \$90,000. The estate was represented by W. W. Baker and Louis F. Anderson, executors.

The deed issued excepts the crop now growing on the place and also a pumping plant which has been installed on it. Mr. Zuger has negotiations under way for the disposal of the property for \$125,000.

The Walla Walla city commissioners sold 37 acres of land belonging to the city at public auction Wednesday for \$15,000. The realty business is more active in this vicinity than for several years. There is a strong demand for farms, especially for small acreages near the city.

Man Goes West and Harnesses Fortune

Marion, Ind., April 5.—Arthur W. Hinds, former Marion boy, told friends he was going west to "make his fortune." Being a civil engineer of rare ability, he has begun to make good his prediction. He is going to mend Broken Bow, Okla. His bid for \$250,000 for a sewer and water works system in the town has been accepted and Hinds is to be the consulting engineer. As an engineer in Marion, Hinds had much to do with the development of the city.

LACK OF HOUSES TO RENT INDICATES EUGENE'S GROWTH

Since Signing of Armistice City Filling With Returned Ship-workers and Eastern People.

DESIRABLE HOUSES SCARCE

Numerous Building Permits During March and More Than 20 Farm Sales Are Reported.

Eugene, April 5.—The increase in Eugene's population during the past few months is reflected in the scarcity of rental property. Whereas during the war there were hundreds of houses begging tenants, since the armistice with old residents returned from the coast cities and with new comers from the east and middle west, desirable residences are now difficult to find and considerable building is under way. Building permits valued at \$13,250 were issued by the city during March.

During March over twenty important farm sales in this neighborhood were reported to Eugene realty dealers and the majority of these sales were made to farmers from outside the state who are coming here to make their homes. Several families have moved here from Washington and two sales of farm property were made to Californians.

An important transaction of the week was the purchase of the old United States National Bank building at the corner of Seventh avenue and Willamette street by E. W. Zumwalt, a well known farmer living near Irving, from Harry E. Gordon of Grants Pass. Mr. Gordon received in part consideration a 120-acre farm near Irving and a farm of 20 acres located several miles west of that town. Mr. Zumwalt and his family will make their home in Eugene.

Another transaction reported during the week was the sale of 200 acres of raw land for and one half miles south of Harrisburg, on the Coburg road, for \$7000 cash. The land was purchased by

Lumber Mills Ship More Than They Cut

Stock on hand at 72 lumber mills in western Oregon and western Washington in March averaged 323,512 feet as compared with 25,057,462 feet on January 1, a decrease of 24,833,950 feet or 99 per cent, according to statistics compiled by the West Coast Lumbermen's association.

Permits During Three Months Past Indicate Building Volume Comparable to Prewar Days.

BEST MONTHS YET TO COME

Probabilities Are This Year Will Run Far and Away Ahead of Construction During Last Year.

Building expansion unequalled in years is assured in Portland during 1919 by permits issued in the first three months of the year. January, February and March witnessed the issuance of 1708 permits for a total value of \$1,166,405, only 2377 Portlanders asking to erect structures for a value of \$3,648,416. In 1918 permits numbering 4487 were issued with a value of \$6,301,360; in 1916 there were 4823 permits, valuation, \$4,956,345; in 1914 a total of 5959, with a valuation of \$8,334,075. Since 1900, the greatest number of permits, 8224, were issued in 1912, and the highest valuation was in 1910, when permits for a total of \$20,886,202 were granted.

It would seem, however, that the work to be done in 1919, judging from the first three months, consists of repairs and smaller dwellings, inasmuch as the total valuation so far is but \$1,166,405, less than one fifth of the \$6,176,054 valuation for 1918. It appears that the entire year of 1919 will average with those since 1914. Since that date, few large structures have been erected. H. E. Furrer, chief of the bureau of buildings, however, forecasts the construction of many homes during the next few months.

In estimating the view that value of buildings proposed will increase during the following few months, the record for March, 1919, is cited. Valuations for last month which were \$685,605, were greater than any year since 1916, and three quarters as high as those for March, 1913. It was in 1913 that the total value of permits for the year amounted to \$12,958,915, indicating that totals in 1919 will mount to approximately \$9,000,000 if the same ratio were maintained until December.

More permits were issued last March than for any corresponding month in years. The \$71 granted surpasses by 163 those issued in March during any year since 1910. It is the tremendous activity during last March that has led many Portland men to forecast a heavy increase for the entire year. It is pointed out that requests for permits ordinarily begin coming in April and May, and that the early rush of builders in indicative of activity in Portland during the summer months.

BUILDING IN 1919 WILL BE GREATER THAN FOR YEARS

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Local Improvement Projects to Be Aided By R. R. Bureau

Cities which have held up public works because of their inability to get the cooperation of the railroad to the extent of paying their share of the construction costs will be interested in knowing that circular No. 44, issued by the United States railroad administration, July 29, 1918, under which the railroads refrained from cooperating in local improvement charges is now being imperative necessity, has been rescinded. This order was set aside December 30, and the railroad administration is now endeavoring to handle the matter of joining with cities on local improvement projects, as in normal times.

Several municipal authorities recently have written the division of public works and construction development, saying local municipal projects were being held up because the railroads refused to assume their proportion of the cost. If December 30, 1918, the action has not been taken in line with the policy of the United States railroad administration, matters of this kind are now handled by the local municipal authorities with the railroads involved just as in pre-war practices.

Nationwide Building Boom Is Expected to Follow World War

Washington, April 5.—(U. P.)—A nationwide building boom, due because of the large amount of construction work postponed during the war, seems to be under way at last, the department of labor has announced. Business generally seems to be getting back to peace time basis, it was added.

"A decidedly optimistic tone is found in our building and construction work for the last 10 days," says a statement from the department. "Building permits for February show an increase of 34 per cent over the November figures. Particularly in the middle west is the increased building activity noticeable."

As indicating that great peace-time prosperity is on the way, F. T. Miller, director of public work, says a statement tonight cited the following conditions:

"Bank clearings are about \$3,000,000 a month greater than for the corresponding period in 1918.

"Retail business is showing improvement from week to week.

"There is a noticeable acceleration of advertising activities.

"For the first time since 1907, real estate in the metropolitan district of New York city is active, some buying indicating that real estate prices there are expected to advance."

Hesitancy Is Disappearing Demand for Homes Is Great

Hesitancy on the part of home builders in Portland and throughout the country is fast disappearing in view of announcements from government officials and other authoritative sources that the prospects for a decline in price of labor and material are remote and not likely to be realized for several years.

Officials of the department of labor declare that there is an immediate demand for the erection of at least half a million homes in the towns and cities of the United States. Construction work now planned or under way is valued at more than one billion dollars, according to official estimates.

This immense building program will extend over a period of several years and will be reflected in a strong market for all kinds of building materials. Wages, it is pointed out, must remain at present levels or advance to higher ones, rather than suffer a decline.

With the conviction firmly fixed that there will be no advantage in delay, home building in Portland is already making rapid strides. Permits to the number of 811 were issued during March, calling for the expenditure of \$53,350. Hundreds of houses now are under construction and plans are being prepared for a still larger number. Portland and other cities are being built and there is no longer any fear of an exodus of workmen from the city.

This prosperity is not confined to Portland, but is general throughout Oregon and Washington. Inland cities such as Salem, Albany and Eugene, in western Oregon, and Centralia, Yak-

ima and Spokane, in Washington, already have retrieved their prewar industrial status and are entering upon a period of increasing prosperity.

These cities practically were emptied of their working populations during the war, while Portland, Marshfield, Astoria and other coast cities were filled to overflowing with shipyard employes and other war workers. A reversal of this condition following the war was predicted and plans for an extensive housing program in Portland were postponed when it became evident that Germany soon would be forced to sign an armistice.

The fallacy of these predictions already is evident. Reports from the cities of the interior show that an influx of population from the east and middle west is accompanying the turn of their war workers, and the demand for homes is forcing these towns to build additional houses. Similar conditions continue to exist in Portland.

Thousands of farm sales have been reported during the past three months from the counties of Oregon, and fully 50 per cent of these are transfers to recent arrivals from other states. In eastern Oregon the development of new farm land through irrigation and drainage projects rapidly is increasing the wealth and population of the state. Similar development work is in progress in western Oregon, and Portland, as the industrial and distributing center of this vast area, must inevitably profit by these activities. No man can make a mistake in building his home in this city.

Newsies' Yelling Is Not Nuisance

Atlanta, Ga., April 5.—(L. N. S.)—Newsboys yelling their papers in the streets do not constitute a breach of the peace, decided Judge Johnson in police court, turning loose two newsies brought in by a policeman who had been disturbed by the "Yellies" call. The judge was a newsy in his youth.

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Portland Gas & Coke Co.

Hello Girls in Demand
 Cincinnati, Ohio, April 5.—(L. N. S.)—There is to be another organization of "Bring 'Em Back" clubs in Ohio. The object of the new organization is to bring back the telephone operators who have been with the American forces in France. Telephone girls of Cincinnati are at the head of the movement, which is an organized effort to sell more war saving stamps.

Furnace Facts

The second most important event since the Lewis and Clark Fair, is the advent of the



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Portland Praised in Architect Magazine

Portland, as the city beautiful of the Pacific coast, received proper recognition in the March number of the Architect and Engineer, a San Francisco publication. Description of Portland's beautiful homes and plans for future development of the city monopolize the reading section of the magazine and a glowing editorial tribute is paid to the enterprise and civic pride of Portland's citizens. The issue is elaborately illustrated and articles are furnished by Frederick Jennings, E. J. Swenson, A. L. Barbur, J. J. Sayer, J. P. Newell, Hudson B. Hastings, Charles Cheney and J. Jacobberger.

Are You Going to BUILD

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