PROGRESS REVIEW FOR 1922 STRIKES INSPIRING NOTE

Year Now Ending Has Seen Much Accomplished for Enduring Good of City, State.

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the year exceeding 133,000 as against 118,000 for 1921.

For the first time in a decade Oregon has figured in substantial railroad development. During the year projects aggregating $60,000,000 have been proposed. Two lines were completed and contracts let for the extension of two others. Regardless of the outcome of the controversy over the ultimate ownership of the Central Pacific, there is more assurance of the construction of the Natron cut-off, on which work was suspended when the world turned from peace to war. In Portland the first unit of the Guilds lake rail terminal was built at a cost of $1,200,000, and the Southern Pacific acquired right of way and announced plans for a $6,000,000 development on the east side that contemplates elevation of tracks and elimination of grade crossings.

IN THE BANKING FIELD

In the banking field it is shown that the aggregate deposits in all of the banking institutions of the state are $651,000,000, which is double the volume of deposits of 10 years ago. The clearings in the Portland banks for 1922 were in excess of one and one half billions, which is a larger figure than that compiled in 1921. These same 23 banks report an aggregate increase in deposits for the twelve-month of more than $6,000,000. The investment banking field likewise has been stimulated to greater activity.

It is in port development that Portland enjoyed marked prosperity. There are 43 regular steamship lines giving coastal, intercoastal and foreign service. This year 240 ships entered this port from foreign ports and 900 from domestic ports, as against 68 ships from foreign and 599 from domestic ports in 1920.

Such is the progress that ensues from improved business and an improved port which is represented by a 43-foot entrance at the mouth of the Columbia and a 30-foot channel to Portland, a distance of 110 miles, where more than $17,000,000 has been invested in four publicly-owned terminals.

PORTLAND'S PORT RECORD

The Port of Portland is first in the United States in lumber and wool shipments, second in grain and flour and eighth in total volume of foreign tonnage.

In Portland and its immediate environs we find a population of 328,000, to house which $23,000,000 has been invested in 6000 new residences in the last two years. During 1922 permits were issued for the construction of 3300 new homes to cost $12,000,000.

BUILDING RECORD

In total volume of building construction Portland set a new high record at $23,000,000 represented by more than 14,000 permits. Last year's total was $17,000,000 and the greatest previous building year was 1910, when $20,000,000 worth of building was done. Business structures, factories, warehouses, lodge temples, churches, schools, residences, apartments, hotels, garages, docks—in fact all classes of structures demanded by a growing city—are included.

Nearly one million dollars was invested in new church edifices by 23 congregations. The voters approved a $3,000,000 building program for the public school system on which a start has been made. Fraternal societies have gone in for substantial homes, the largest undertakings being the million dollar Elks temple, nearing completion at 11th and Alder streets, and the Odd Fellows temple, under construction at 10th and Salmon streets, and which will cost $250,000.

In the business district the J. K. Gill company is building an eight-story concrete building at Fifth and Stark streets to cost $300,000, while notable among the new warehouse structures is that of the Meier & Frank company, built at 14th and Irving streets at a cost of $350,000. Heading the hotel and apartment construction are the Sovereign hotel at Broadway and Madison street and the Ambassador apartments at Sixth and Madison streets.

The new Multnomah county hospital on Marquam hill, representing an investment of $1,100,000, is about completed, while the second wing of MacKenzie Hall of the University of Oregon medical school, adjoining, was built during the year. Early in 1923 work will be begun upon the new Shrine hospital for crippled children at Sandy boulevard and East 82d street, which will cost $278,000.

NEW FACTORIES

The growth of Portland as a manufacturing center is indicated by the new factory buildings built during the year, which emphasizes the varied products made here. The Willamette Iron & Steel company occupied its new plant and for the first time manufactured a railroad locomotive. An enlargement of the Doernbecher Furniture plant is indicative of this line of industry, whose aggregate output in Oregon this year totaled $6,000,000. The Columbia Tire company built its plant in the Peninsula district and will engage in the manufacture of automobile tires early next year. The Bergmann Shoe company erected a factory building on Thurman street. The Portland Vegetable Oil mills and the Stenno Carbon Paper company each in new plants, widen the range of Portland's manufacturing activities.

To provide better means of transportation across the Willamette the voters in November approved $4,000,000 in bonds for a new Burnside street bridge and for an additional structure to span the river at the north end of Ross island. All of which building activity was accompanied by the greatest volume of real estate transfers in the history of the city.

ON CULTURAL SIDE

Turning aside from material progress, Portland and Oregon can well take pride in the growth of her educational institutions, especially since the state enjoys the enviable distinction of leading the nation in the percentage of her young people attending college, and Portland that of having the largest percentage of her boys and girls in the public schools of any of the larger cities in the country. The public school enrollment in Portland today is over 48,000, which is a four-fold increase since 1900.

Portland's public library boasts the largest per capita circulation of books of any library in the country and the library service only begins with this endeavor. In art and music and other cultural attainments the city continues to hold the high place for which it long has been known.

Thus it is that Portland and Oregon can well rejoice in the seasonal refrain, "Happy New Year."

Women club members at Boise have voted to assess themselves $1.50 each to help finance the national convention to be held at Portland next July.

PRESENT HIGHWAY BOARD IS NEAR END OF TENURE

Barrett Is to Sit for Last Time Next Friday; 2 Others to Resign; Year's Work Reviewed.

The state highway commission, which began to put on its cocoon cerement on a certain day last November, is about to enter the next stage of existence, in the way of all nature. The imprisoned chrysalis will begin to assume the shape and coloring of a winged Psyche at the meeting of the commission, as it is now constituted, next Friday. William B. Barratt, the member from Eastern Oregon, will sit for the last time with his colleagues.

Commissioner Barratt tendered his formal resignation to Governor Olcott several weeks ago, making it effective at the close of the year. He was prompted to this by his desire to give the incoming chief executive an opportunity to select his successor as soon as possible in order that this successor might at once begin to familiarize himself with conditions and acquire sufficient information relating to the past work and policy of the commission to enable him to serve as a bridge between the old and the new.

TWO OTHERS TO GO

The other two members of the commission, R. A. Booth and John B. Yeon, will present Governor Pierce, on his induction into office, with their requests to be relieved, leaving it optional with the new governor to accept them at once or within a period of three months. This action is intended as a courtesy to the incoming executive and to relieve him from the embarrassment that would follow a sudden giving over of the reins to green hands.

In the meantime the commission will transact business Friday as if there is to be no change in personnel, outlining and preparing for next year's highway work.

The passing of the commission brings to an end the intensive highway development of the last 10 years. The foundation is finished and the walls are up. The work of the immediate future is merely of a finishing nature, in cooperation with the federal government, so far as construction is concerned and the maintenance and conservation of what has been already accomplished.

2510 IMPROVED MILES

"The work of the present biennium has in a large measure," will say the commission in its coming biennial report, "consisted of completing the contracts begun in the previous period as well as closing up the gaps remaining on the highways and also extending the improvement of lateral and connecting highways."

As it now stands, the state highway system of 4650 miles has an improved mileage of 2510 miles. This improved mileage is made up as follows: Paved, 858 miles; graveled or macadam, 1187 miles; graded and unsurfaced, 475 miles.

During the last six years the gross expenditures of the highway commission have been $54,737,414, of which $42,846,464 has been state funds. The counties have contributed $8,747,047 and the federal government $4,546,530. From the railroad companies came $97,581 as their share of the cost of grade separations.

The greatest expenditure was during the last two years with a total of $30,905,255, of which state funds were $22,799,650.

To finance construction a total of $36,200,000 highway bonds, par value, have been sold to date and the average net interest rate on all sales, including the short term bonds issued during the financial emergency of 1921, is 5.07 per cent. The legal limit of highway bonds is $40,379,967. Thus far bonds have matured and been cancelled to the extent of $125,000 during the present year.

A new feature of maintenance work adopted by the commission is keeping the roads open in the winter. In order to do this 11 snowplows have been purchased and distributed to various sections ready for emergency.

ASSUMES ENTIRE COST

The entire cost of maintaining the state roads has been assumed by the commission without assistance from the counties since April, 1921. For this item there has been expended during the last two years the sum of $1,053,268 for maintenance and $120,729 for betterment.

The year just closing was the third year of the operation of the market road law. In that time, a total of approximately $6,000,000 has been expended in the various counties. For this expenditure there is to show approximately 590 miles of graded road, 463 miles surfaced with rock and 48 miles of pavement. The commission will recommend that the present law be amended so as to fix responsibility more definitely. At present the responsibility is divided between the commission and the county.

A supreme court decision affecting the policy of the state highway commission during the year was that market road funds can not be expended on state roads. Many counties were cooperating with the state with market road funds and the decision made a difficult situation in certain counties.

The total expenditure for bridge construction and maintenance during the present biennium is $2,659,965. Since 1917 a total of 540 bridges have been put under construction, 313 during the last two years.

SUIT ON ROYALTY

An important litigation affecting the bituminous pavement laid previous to May, 1920, was the suit of Warren Brothers company to collect royalty for the use and privilege of laying bitulithic pavement from the contractor. The decision of the U. S. district court sustained the validity of the patent. The case is to be carried by the state to the higher courts. Should the decision of the district court be sustained the state will be called upon to pay a royalty charge of approximately one million dollars in behalf of several contractors.

The total amount of pavement involved in the patent suits is 1,221,702 square yards.

As to future policy the present commission will recommend that the work of closing up unimproved gaps on the main highways be followed and that on highways as yet constructed only in part the improvement should be extended out from the important cities or producing centers on a constructive program until the whole shall be completed. Until this is accomplished it is suggested that no new roads be added to the state highway map.

Ole Hanson Sued In Real Estate Deal

Seattle, Dec. 30.—Ole Hanson Los Angeles real estate dealer and former mayor of Seattle, returned here today to defend himself in superior court against real estate damage suits. Eastern Washington ranchers who invested in Bremerton navy yard property through Joseph Rheinstrom, now serving a five year term at Leavenworth, are pressing damage suits totalling $20,000 against Rheinstrom and Hanson on claims that the property was misrepresented.

Mrs. Susanna Fogel, 86 years of age, was burned to death last Friday in her home on the David Betts farm, five miles north of Nampa. It is thought that in replenishing the fire, Mrs. Fogel's clothing became ignited.