

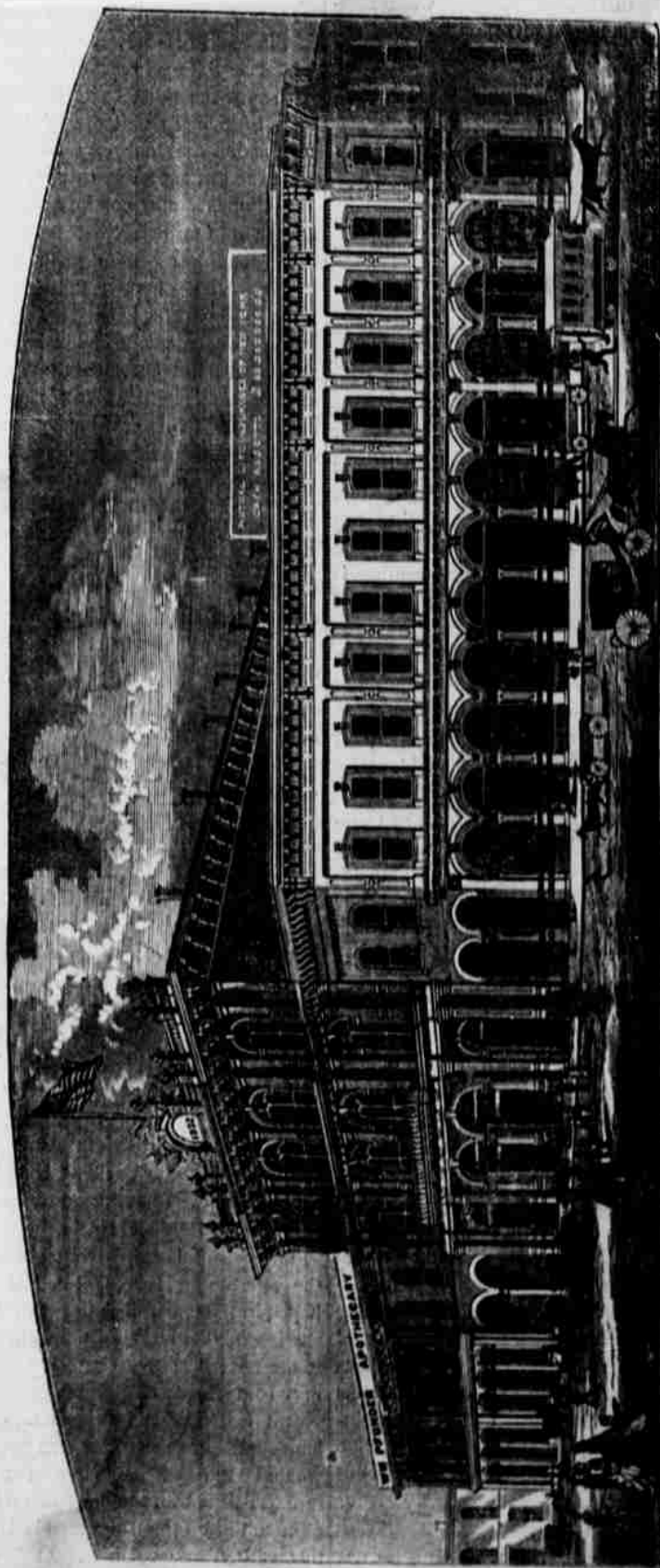
SHIPYARDS ON THE COLUMBIA.

Hitherto the carrying trade of the Columbia and Willamette rivers, so far as sail vessels are concerned, has been entirely controlled by bottoms built at Coos Bay. Those shrewd and energetic Yankees, the brothers Asa and Robert Simpson, did more in two years to noise abroad the good fame and name of Oregon than any other hundred men in the state. Their ship, the beautiful and ill-fated *Western Shore*, was a mechanical triumph for any state to be justly proud of, and it is doubtful if a better paying piece of ship property was ever built.

And, without unkind feelings toward these worthy gentlemen, let us here take occasion to say that we believe the time has come when Portland ought to assert its own supremacy by sustaining a home-built fleet of sailing vessels, built and rigged upon the Columbia river. The timber for construction of hulls is just as good here as at Coos Bay and, with equally good work in the carpenter's and blacksmith's departments, should turn out just as good vessels.

Messrs. Stephens & Richards, of St. Helens, twenty-two miles below this city, have recently commenced what they should be encouraged in by our capitalists—the building of schooner's. They are about to launch their new vessel—the *General Garfield*—of 300 tons burthen, and we only regret that she does not measure 329. She is pronounced by Capt. Nat. Ingersoll, and several other competent judges, to be an excellent vessel in every respect. They employ a large number of men, and have materially aided the prosperity of St. Helens since locating there. They are willing to build a ship of 1000 tons if Portland merchants will only furnish the needed capital. She will cost \$50,000, and will employ 55 men at from \$75 to \$80 per month. One third of her cost and outfit could be cleared at the very first outward charter for the United Kingdom. Our own belief is that ships can be built at St. Helens cheaper than at Coos Bay.

The only obstacle that we know of in the way is the want of capital. Just so long as men can get 10 per cent. per annum on city property in Portland and East Portland, just so long will they turn a blind eye to shipyards, and allow Liverpool and London capitalists to absorb the carrying trade of Oregon's vast grain garden. The time has come now when our capitalists must take the bull by the horns and endeavor to check this tide of financial output with no reflux. Oregon must furnish the Old World with grain, and why should she not as well make the profit on carrying it to market?



NEW MARKET THEATER BLOCK, FIRST ST., BET. A AND ASH, PORTLAND, OREGON.—Photo by I. G. Davidson.