

better class of residences are located nearer the elevated suburbs on the west and south, and it will be but a few years before the hills will be covered with handsome villas and mansions, while trade will occupy all the streets as far back as Fifth. During the past year Front and First streets have received most embellishment in the way of new business houses. Morrison street has given a strong indication of its future value as a highway of trade, and Second and Third have received a fair share of new structures.

The great works of the railroad companies at Albina have caused that suburb to have a heavy growth during the past year, and it is being built up by workmen and people of small means almost exclusively. East Portland has erected several fine buildings, one or two of quite metropolitan dimensions. A fair share of business has been controlled by that portion of the metropolis, and the increasing number of mechanics and people of ordinary means has led to the construction of more small houses, proportionately, than in Portland.

WHOLESALE TRADE.

In the extent of her wholesale trade Portland has no rival in the northwest and is only exceeded on the Pacific coast by the great city of San Francisco. It is doubtful if any city in the Union does as much jobbing business in proportion to the number of its inhabitants; there is certainly none of the same size whose trade extends over such a wide extent of territory. Houses long established have become wealthy and powerful, while new ones with ample capital are annually entering the field, some of them being associates of the most prominent firms of that city. Heretofore the competition of San Francisco, with her superior railroad advantages, has been severe, but now Portland is placed on a level with her in every respect, and in certain particulars has special advantages. One very prominent consideration is the fact that, unlike her rival whose neck is under the iron heel of an arrogant railroad monopoly, Portland is the center of a railroad system whose managers believe in the "live and let live" policy, who think that in the multiplication of trade and substantial growth of the country through which their lines pass they will find the greatest present and future prosperity. With an overland route under such management and with ample rail and river transportation lines branching out from the city in all directions, Portland need fear little from San Francisco. On the contrary, her great rivals in the future will be Minneapolis, St. Paul, Chicago, Milwaukee, and other eastern jobbing cities, over which she certainly possesses advantages in Oregon, Washington and Idaho, and whom she can meet on an equal footing in Montana. The wholesale trade of the city reached the enormous total of \$40,000,000 in 1882, and the rate of increase for the present season will bring the total sales for 1883 up to \$50,000,000. In 1882 St. Paul with a population of 75,835 did a wholesale business of but \$66,628,494, and Minneapolis with a population of 78,105, sold \$60,331,000 worth of goods, being but little more than half the amount per capita sold by the merchants of this city. It is as idle to talk of transferring the great wholesale trade of Portland to some other point in the northwest as it would have been a few years ago to have endeavored to

take from Chicago its immense jobbing business and stunt the growth of that sturdy giant of the lakes. It was not an ocean harbor that made Chicago, in fact harbor facilities alone never can create a large city, but her superior railroad advantages, enabling her to receive and manufacture goods at a minimum price and then scatter them over a vast and populous territory to better advantage than any of her numerous rivals. In respect to her railroad advantages, Portland has the same superiority in the northwest that Chicago possesses in the great region known until a few years ago as "The West," and the result is that her present enormous jobbing trade will increase yearly until it reaches an amount that would now be looked upon as fabulous. In the matter of fruit, vegetables, fish and dairy products, the fact is well known that the market to be supplied from this city has now become widely extended, and we can but urge upon our people the necessity of their employing the magnificent natural advantages we possess to keep this market supplied. To do so is to follow a sure road to wealth. The field is as open to all new-comers as to the older residents.

COMMERCE.

Commerce has been the life and vigor of Portland. Situated at the head of practical deep water navigation, she has received and forwarded the great bulk of the products seeking or leaving the Columbia river. In this there have been many would-be rivals, but all have been outlived or distanced. Milwaukee, Vancouver, St. Helens, Kalama and half a dozen more, have sought to usurp the place in vain. Astoria, at the very gateway of the Columbia but cut off from the interior by high mountain ranges, sees the river's commerce pass her by and seek the docks of this city, because it is the best receiving and distributing point for the tributary country. The commerce of the Columbia has been a gradual growth from year to year, beginning with the annual receipt of supplies and shipment of furs by the Hudson's Bay Co., and swelling to the grand totals of 1882. For the past thirty years the great bulk of it has been handled in Portland; its growth has been Portland's growth; with its increasing volume the city has enlarged in wealth, trade and population. To accomplish this, much money has been expended in maintaining a free and open channel from the city's wharves to the ocean, and there is nothing more certain than the fact that such a channel will always be kept open at any expense; for if the business men of this city have been enterprising and energetic enough to do so in their efforts to build up a trade and commerce, it would be folly to expect them to abandon it now that an enormous and growing commerce has become firmly established. No practical business man, in fact no one but a dreamer or one whose wishes sired the thought, could believe that the commerce of this region can be entirely diverted from the well-defined channel through which it has been passing for years. That a few other points will in the future draw a portion of certain classes of products that have hitherto been shipped from this city, and by railroad conveniences will be rendered more accessible for shipping purposes to small areas of territory now considered wholly tributary to Portland, is true beyond question, but that fact will have small influence on the great volume of

trade and commerce now handled by this city, and it is yet uncertain whether those limited local advantages will not be outweighed by the even greater advantages of association with the great bulk of commerce and of following the long established courses of trade as they exist at present. The commercial supremacy of Portland will not be seriously disputed for many years to come, not until her manufacturing interests will have firmly established her position as the great metropolis of the northwest. The commerce of the Columbia river in 1882, nearly all of which was handled at Portland, may be summarized as follows: Value of foreign imports \$931,146; domestic imports, \$22,197,865, of which \$1,097,551 went to Astoria; total value of imports \$23,128,091; total value of exports \$15,560,932, of which \$5,866,135 were domestic and \$9,694,797 foreign. The largest single article of export was wheat, amounting to \$5,757,100 and being carried in 136 vessels. The next item is \$3,032,621 of salmon, the greater portion of which was packed and shipped at Astoria. Flour follows with \$2,902,556, and wool with \$1,395,682, the remaining items being much smaller in quantity, the largest being woolen goods, hops and lumber. There passed out of the Columbia river 346 vessels with a registered tonnage of 435,455, and 362 vessels entered with a tonnage of 453,194. The increase in both imports and exports will be very marked at the end of the present year, though in future many things that now reach us by sea will come by rail over the Northern Pacific.

SHIP BUILDING.

Of the great fleet of river craft that ply on the waters of the Columbia and the Willamette, and they number far into the hundreds, the greater portion have been built at or near Portland, though no regular ship yard exists here or at any other point on the Columbia. Steam vessels of many kinds, from the little river tug to the palatial steamer that was the only means of conveyance up and down the Columbia until a year ago, have been constructed on the river bank, and they will bear the most critical inspection. At some point large ocean vessels will in the future be built, and Portland certainly possesses many advantages that can not be overlooked. The first step in this direction has been taken by the Oregon Railway and Navigation Co., which owns many large ocean and river steamers, in the construction of an immense dry dock on the river bank in the suburban town of Albina. Formerly the only dry dock on the coast in which large steamers and sailing vessels could be repaired was at San Francisco, and as a consequence vessels reaching the coast after a long voyage and needing repairs, were compelled to put into San Francisco harbor whether bound for that port or not. This has been very detrimental to the commercial interests of this city and in 1882 Mr. Villard determined to remedy the evil by building here an immense dry dock. This is now under construction by the O. R. & N. Co., and when completed will be 410 feet long, 115 wide and 50 deep. In addition to repairing its own vessels, the company will do a general docking and repairing business for the accommodation of vessels seeking this port. As it will be the largest convenient to the Pacific ocean shipping, it will no doubt attract many vessels, and will, it is hoped, be the nucleus about which will spring up extensive repairing and ship building enterprises.