


# THE WEST SHORE.

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## INDUSTRIES OF PORTLAND.



**N**EVER in the history of Portland have its industries been in such a prosperous condition, or the volume of its manufactures so large, as at the present time. In round numbers, \$16,800,000 represent the annual value of manufactured work in this city with the industries as at present organized; and these figures do not include the labor of a large number of skilled workmen, both male and female, such as painters, plasterers, plumbers, house carpenters, stone and brick masons, paper hangers, carpet layers, millinery hands, locomotive and steamboat engineers, and those engaged in numerous other occupations by which a livelihood is gained by physical toil, whose labor can not be classed with legitimate manufacturing, but which amounts, in the aggregate, to upwards of \$2,000,000.00 a year for wages only. In all this it is gratifying to know that, as manufacturing increases, there is more work for people employed in other lines of industry.

In some respects the past year has been an eventful one, since it has witnessed the founding of several industries, which are destined to develop until they attain great proportions. Among the most important of these are the reduction of base ores and bullion, the establishment of the large plant at Oswego for the manufacture of pig iron and iron pipe, the dry dock, the works for the manufacture of Portland cement, and a mill for the manufacture of linseed oil. It can readily be seen that from the natural increase in these industries themselves, and from the establishment of other branches intimately connected with them, and to which they will necessarily lead, the volume of manufacturing in the city will increase rapidly during the next few years. All of these are

specially mentioned in the alphabetical summary of leading industries given in this article. It is only intended to call attention to the advantages of this city as a general manufacturing point.

Portland occupies the dual position of a seaport and the seat of large foreign commerce, and an interior commercial city and railroad center. Situated at the head of deep water navigation on the Columbia and Willamette rivers, it is the nearest seaport to the great valleys of those two important streams. This is what has brought it to its present position as the metropolis and center of wealth, population and trade of a region of varied resources and vast area. This position it acquired when the rivers were the great highways of travel and commerce, and in it has been more firmly fixed by the construction of railroads, which not only make this city the western terminus of all the great transcontinental lines which penetrate this region at all, but give it communication with every portion of the vast empire of which it is the commercial head. Some of these roads go to other points, one here and another there, but they all come to Portland, where they find at once their greatest present traffic and hope for future growth. It is natural, then, that at this point should gradually be established a large majority of those great manufacturing industries which the northwest will undoubtedly soon possess, since the great essentials of an ocean port, railroad facilities, and nearness to the largest areas of population, are found here more fully than at any other point, while all other advantages and facilities are possessed in as great a degree as by any other place which might be selected. The almost unlimited quantities of coal, wood, timber, limestone, gold, silver, copper, lead and iron ores, wheat, wool, hops, flax, pork, beef, mutton, hides, and the multitude of other raw materials found or produced in the northwest, can be concentrated at Portland cheaper than at any other point, can be made up into the numerous articles of commerce as cheaply as elsewhere,