

fully two-thirds of the total output, which reaches a total of \$189,000.00 for the current year. The heavier grades of leather are now produced here, but goat, calf and kid skins must be imported. The tanning of finer leathers in Portland would be of great advantage to the local manufacturers of boots and shoes. The great bulk of goods sold at wholesale in this city are manufactured in San Francisco. It is only a question of time when Portland will supply the northwest market with boots and shoes of her own production.

BREWERIES.

Portland has three large breweries, supplying nearly all the local trade and a large portion of the northwest. The business has grown to such proportions in the last few years, that it now takes a capital of \$700,000.00 to handle it, and the product this year reaches the large sum of \$430,000.00. The largest establishment is that of the City Brewery, owned and managed by Henry Weinhard. On another page is given an engraving of the extensive buildings, located on the corner of Eleventh and C streets. Mr. Weinhard's business has increased wonderfully under his able management and in consequence of the excellence of his product. Not many years ago San Francisco had almost a monopoly of this market, but the fact is now universally recognized that the home product is superior to anything produced in California, and the consequence is an increasing demand, which Mr. Weinhard finds it difficult to supply. He has made improvements in his plant during the past two years to the amount of \$200,000.00, including a large refrigerator and a powerful Corliss engine. There are now three refrigerators, driven by three engines of a total of one hundred and sixty horse power, and a working capacity equivalent to sixty tons of ice per day. This is one of the most important of Portland's industries, and is a home enterprise in every sense of the word. It uses Oregon barley and hops, both of which are of such superior quality that they are in great demand by eastern brewers. His kegs are made from Oregon wood, his fuel is a home product of considerable consequence, costing \$11,000.00 a year, and his pay roll of \$24,000.00 goes to people living within our midst. Mr. Weinhard is one of the vice presidents of the United Brewers' Association of America, a fitting recognition of his importance in the trade as the proprietor of the largest and most complete brewery on the North Pacific coast.

BRICK.

Three brick yards are at present engaged in the manufacture of that important building material, producing about fourteen millions annually, valued at \$120,000.00. The entire product is handled by the

brick exchange. Some pressed brick are made, but the chief product is the common red brick, which is of good quality. The city consumes nearly all the product, though small lots are sent to outside points. The product has doubled in the last two years, and the building prospects of Portland are such as to warrant the prediction of a still greater demand. A new yard has just been opened.

BROOMS, WOODEN WARE AND BRUSHES.

Two factories are engaged in the production of brooms on a large scale, and one in a more modest way. One factory is making wooden and willow ware. One is engaged in the manufacture of brushes of all kinds, while another makes brushes an adjunct of its other business. The capital of \$39,500.00 invested produces \$82,000.00 worth of goods annually. Manufacturers complain of a scarcity of broom corn, and say that farmers would find it a paying crop. It would seem that this industry must grow to much larger proportions, and that broom factories in this city would furnish a market for a great quantity of broom corn. The growing of this cereal will undoubtedly do much to render diversified farming profitable.

CAR SHOPS.

At Albina extensive car shops were completed last year by the Northern Pacific Terminal Company, a corporation whose stock is owned by the Northern Pacific, Southern Pacific and Oregon Railway & Navigation Company. The works, as they now stand, cost \$525,000.00, and consist of blacksmith, machine and paint shops, foundry, pattern store house, engine house, dust tower and sundry other necessary buildings. There are now ninety men at work, but the plant is sufficient for the employment of a thousand hands, and when the shops are running upon the plan designed, about that number will be given steady work. It is the intention to make this a repair and general construction shop for the roads owning the company's stock. Each one of these roads has car shops of its own, that of the Oregon lines of the Southern Pacific being in East Portland, and the other two at towns on their respective lines. Nevertheless, the terminal company, which will also build the grand union depot soon to be erected here for the accommodation of these roads, will do the most important work. The shops in East Portland employ eighty-three men, the total value of work done in both shops, as now running, being \$300,000.00.

CARPENTERING.

No effort is made to compute the labor of carpenters employed in the construction of buildings, and the statistics here given refer only to shop work and