

**PORTLAND'S PROGRESS—
PROSPERITY AND PROSPECTS**

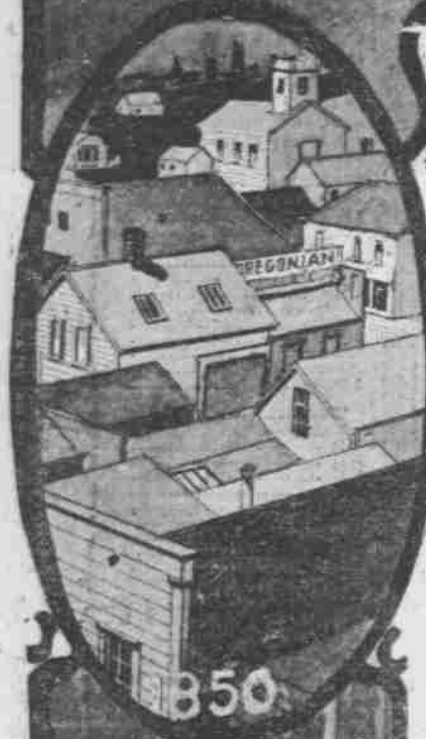
PORTLAND was an unimportant village 29 years ago. J. Quinn Thornton, who made a trip across the continent in 1847-8, thus records his impression of Portland in his "History of Oregon and California," published in New York in 1849: "Portland is a small and beautiful village on the left bank of the Willamette, eight miles from the mouth. It contains about 100 inhabitants, and has an air of neatness, thrift and industry. Ships come up to the place."
The last sentence of the paragraph briefly explains the cause of Portland's advance from an obscure village to be the metropolis of the states of Oregon, Washington and Idaho, with their 250,000 square miles and nearly 1,100,000 population. Portland's progress has always accorded to that well-known principle of city building so often and so ably defended by Major Alfred F. Sears, of Portland: "The commercial port of a region will be as close to the producers as it is possible to reach with the class of transportation demanded by the requirements of the country." Here, at the head of ship navigation on the Willamette and Columbia Rivers, the terminus of the great transcontinental lines, is the point where "the producers are reached with the class of transportation demanded by the country." Ship navigation gave Portland its prestige; railroad building has maintained it.
In 1849 Portland was known as the place "twelve miles below Oregon City," and merchants in business here so advertised their locations that customers might not go astray. Oregon City, with 600 or 700 people was the metropolis of Oregon. Plymouth, on the "left bank of the Columbia, at the junction of the lower branch of the Willamette with that stream," had a fine natural wharf, and, Mr. Thornton thought, "when the country becomes well inhabited there will probably be a large town at the place."
In 1860 Portland's population was 2374. In 1870 it was 5232. In that year Portland was outranked in the great West by Oakland, Sacramento, Stockton, Salt Lake, Leavenworth, Kansas, and a number of towns in Iowa, all of which it has since passed. Virginia City, Nev., with 7048, was not far behind, and Denver with 4759 was more than half as big as Portland. Washington had no towns of any size, and Idaho and Mon-

tana were as little known to the East as Oregon was when General Joseph Lane and Congressman L. F. Grover pleaded with Congress for its admission to statehood in the Winter of 1853-59. In 1880 Portland's population rose to 11,377, and in 1890, under the stimulus of the trade expansion that followed railroad construction in the '80s, to 46,385. In the decade just ended Portland made the most substantial advance in population and business in its history. According to the census taken last June its population is 90,438, a gain of 94.35 per cent in ten years. Seattle also made rapid strides, but its expectation of 1890 of passing Portland was not borne out by the figures. Its enumeration was 80,671, a gain of 88.32 per cent. Tacoma, the third city in the Northwest, was returned at 37,714, a gain of 431 per cent. Spokane has 36,548 people, a gain of 84.66 per cent. The increase in population in the Northwest has emphasized Portland's prestige; it has lowered it. Whereas the states tributary to Portland and which acknowledge it as their metropolis and commercial and financial emporium had 23,494 people in 1880, and 70,754 in 1890, today they have 1,093,411. It has taken the greater part of the century to pass the 1,000,000 mark. Another decade, if there be no sudden check to development as there was in the '90s and at previous periods, ought to see this population close 2,000,000.
No one has been the advance in jobbing trade and foreign commerce. Portland's jobbing trade amounts to \$10,000,000 a year. It employs mercantile capital aggregating \$2,500,000, not counting that of the branch houses and trusts which have their home offices in California and the East. Seattle's mercantile capital is \$3,857,000, Spokane's \$1,177,750, and Tacoma's \$1,065,250. Portland's capital nearly equals that of Seattle, Spokane and Tacoma combined. Twenty years ago Portland's foreign commerce was \$4,350,531. For the 12 months ended June 30, 1900, it was 10,005,174. In 1899 it amounted to \$10,470,279 and in 1898 to \$12,277,774. In the year ended June 30, 1900, the custom-house collected duties amounting to \$995,078. Portland is not only the principal wheat shipping port of the Pacific Northwest, but one of the great shipping ports of the United States. Throughout 1900, Portland ranked well up with the leaders—New York, San Francisco, Galveston, Boston and New Orleans—and always ahead of Baltimore, Philadelphia and Puget Sound. In January, 1900, it shipped more wheat than any other port in the country. In the year ended July 1, 1900, 65 per cent of the wheat that was shipped from Pacific Northwest ports was loaded at Portland. The National

banks carry deposits aggregating \$7,000,000, and the private and foreign banks fully as much more, making a total of over \$15,000,000. Twenty years ago transcontinental railroad trains were unknown at Portland. Now 14 transcontinental trains arrive and depart daily on the railroads which have their terminals here have 33,227 miles of line. In postoffice business, also, Portland leads all other cities in the Northwest. Receipts from the sale of stamps, postal cards and stamped envelopes for the year ended June 30, 1900, were \$209,722, compared with \$157,611 for Seattle, \$117,573 for Spokane, \$85,428 for Tacoma, \$62,148 for Butte and \$40,201 for Helena.
The prospect of a large trade with the Pacific Islands and Asia brightens Portland's outlook. Portland will have its share of that trade, and it will be carried by lines of steamers plying direct. A few things remain to be done to bring Portland into close touch with its field and accommodate its growing commerce. One of these is a 40-foot channel at the mouth of the Columbia and a 25-foot channel between Portland and the sea. The Columbia channel has been approved by the chief of engineers, is well understood by Congress and it is a matter of a short time when contracts will be awarded and the work begun. The entire Columbia River Valley is vigorously advocating plans to open the Upper Columbia so as to give Lewiston and other points access by water to the Portland markets. With the improvement of the lower river will come a Government drydock. A board of naval officers has reported that "the mouth of the Columbia is one of the four points on the Pacific Coast which afford a safe harbor for moderate draft shipping. It is the natural outlet of an immense productive country, and as a shipping point is important because of its excellent through railroad communications."
Portland's Railroads.
The diagram published below affords a valuable fund of information regarding the importance of Portland as one of the leading railroad centers of the country. Portland today enjoys the best rail facilities of any city on the Pacific Coast. The roads which terminate here, together with the important territory they cover, are as follows: (The numbers on this list correspond with the numbers of the trains of the diagram.)
1. JEFFERSON-STREET DEPOT—Southern Pacific Company's lines west of the Willamette River in Oregon. This is the old "narrow-gauge" system of roads which traverse some of the richest farming districts of the state. The

road is now standard gauge and is operated under a long-time lease by the Southern Pacific Company.
2. PORTLAND-CORVALLIS BRANCH OF THE SOUTHERN PACIFIC—Main West Side line of this company.
3. PORTLAND-NATRON BRANCH OF THE SOUTHERN PACIFIC—Covers rich part of the Willamette Valley east of the main through line to San Francisco.
4. SOUTHERN PACIFIC COMPANY'S MAIN LINE—Reaches all points in Western Oregon, Sacramento, San Francisco and the East via Ogden and New Orleans.
5. UNION PACIFIC AND OREGON SHORT LINE—Connects Portland with Boise, Idaho; Salt Lake City, Ogden, Denver, Omaha, Chicago, Kansas City and St. Louis. Direct three days' service between Portland and Chicago. Solid vestibuled through trains. Two fast trains a day each way.
6. OREGON RAILROAD & NAVIGATION COMPANY—The grand scenic route of the Columbia River. This route covers all of Eastern Oregon, Eastern Washington and Northern Idaho. Direct through connections for all points East. Fast service to St. Paul, Salt Lake City, Denver, Omaha, Kansas City, St. Louis and Chicago.
7. NORTHERN PACIFIC RAILROAD COMPANY—Direct service to Tacoma, Seattle, British Columbia points, Spokane, Helena, Butte, St. Paul and the East. All through passenger trains over this road arrive at and depart from Portland. Portland is the actual Western terminus of this line. The Northern Pacific trains simply pass through Tacoma on their journey to and from Portland.
8. GREAT NORTHERN RAILWAY COMPANY—Direct through daily service between Portland, Great Falls, Helena, Butte, St. Paul and the East.
9. BURLINGTON ROUTE—Soldier Limited "Portland-St. Louis Special" daily over this line between Portland, Kansas City and St. Louis via the Northern Pacific Company's lines to Billings.
10. ASTORIA & COLUMBIA RIVER RAILROAD COMPANY—To Astoria and the Pacific Ocean.
**PORTLAND A RAILROAD TERMINUS
No Other City on the Pacific Coast
Makes So Great a Showing.**
The records of the Northern Pacific Terminal Company show a greater number of cars handled at Portland in September, 1900, than in any previous month. The number of freight cars handled was 11,600, and of passenger cars 5311. These included both incoming and outgoing cars. In the month of September, 1899, the number of freight cars handled by the terminal company was 9408, and the number of passenger

cars 3877. Thus the increase for September, 1900, over the same month in 1899 was 2398 freight cars and 1534 passenger cars, a gain of a little more than 23 per cent.
The figures showing the number of cars handled by the terminal company do not include the cars employed by the O. R. & N. in bringing grain down the Columbia to Albina. Those cars do not cross the river to the terminal grounds, and therefore do not get in the terminal company record. The O. R. & N. Co. delivered more carloads of grain in Albina in September than in any previous month, though the exact number is not available. The cars handled at the Jefferson-street station of the Southern Pacific are outside of the terminal company's figures also.
The number of trains actually received and forwarded by the terminal company between September 19 and October 10 was as follows:
Received—
Passenger trains 37
Freight trains 184
Forwarded—
Passenger trains 290
Freight trains 222
This does not include the O. R. & N. grain trains that run to Albina, nor any of the trains at the Jefferson-street station of the Southern Pacific.
About 55 trains arrive and leave at Portland every day, 39 of which are freight trains and 26 passenger. These do not include trains in suburban service. Fourteen transcontinental passenger trains arrive and depart every day, including the trains running between Portland and San Francisco. No other city on the Pacific Coast can make a showing like this. There must, of course, be business, or the trains would not run. Portland's advantage in this particular comes from the fact that it is the terminus for four transcontinental railroad systems—Southern Pacific, Union Pacific, Northern Pacific and Great Northern. None of them can "bottle up" Portland; each is eager to do business here, and they are in active competition with each other for Portland's trade. These and the various feeders and subsidiary lines of the railroads and steamboats bring the richness of the great Columbia and Willamette Valleys to Portland's door.



PORTLAND RAILROAD MILEAGE

The following is a statement of the mileage of the railroads which terminate at Portland:

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|--------------------------|---------------|
| Southern Pacific | 9,362 |
| Burlington | 7,972 |
| Great Northern | 5,187 |
| Northern Pacific | 5,006 |
| Oregon Short Line | 4,447 |
| O. R. & N. Co. | 1,131 |
| Astoria & Columbia River | 122 |
| Total | 33,227 |