

IS THE CHIEF CITY

Portland Is Naturally the Northwest Metropolis.

POSITION SURE FOR ALL TIME

Railroads Cannot Make Commercial Ports—Advantages of Portland Set Forth in a Symposium.

By Major Alfred F. Sears, C. E. The writer has treated the subject of commercial geography so exhaustively in his lectures before geographical societies and many other scientific bodies, in newspaper and magazine articles, with special application of the fundamental law governing the relation of commercial ports to geographical position, that what is now presented will be little more than a repetition of what has before been given the reader. This law is:

The commercial metropolis of a region will be that point nearest the center of production of the region that can be reached by the means of transportation employed in the transaction of its commerce. The commercial port will be the port which cannot be passed by the ships of commerce to be nearer the producing region.

Some superficial and some prejudiced observers have professed acceptance of this law, and have then misinterpreted its meaning to indicate the head of navigation upon any given stream. This may or may not be the truth. Thus, New York and not Kingston, at the head of navigation on the Hudson, and the seat of an important foreign commerce, is the commercial port of the region; not Sacramento nor Benicia, but San Francisco, is the commercial port of the California valleys; Seattle, and not Tacoma, at the head of navigation, is the commercial port of the Puget Sound district, because Seattle is near the center of production of the region, while there is no producing region behind Tacoma. Seattle is also the mercantile center of a limited coast territory by reason of being nearer the sea and the coast whose trade it enjoys. Oregon City was once the commercial port of the Willamette Valley, as Kingston, Sacramento and Benicia were the ports of their respective valleys. But the development of the Columbia moved the mercantile center to Portland, near the junction of the two great valleys, so that Portland became not simply a commercial port, but the mercantile center of an immense territory, and thereby the commercial metropolis of the Northwest Empire.

Capital, involved in railroad enterprises, has persisted in a succession of blunders when dealing with commerce, and for the simple reason that the transportation of merchandise has been confounded with its exchange, which is commerce, over which railroads have no control and but little concern.

Railroads Can't Make Commercial Ports.

Railroad influence is represented by tens of miles; commerce, tons of dollars. Railroads, even while monopolizing freight, have never diverted commerce from natural channels. On the contrary, they have always been, and always will be, the simple, subservient tools of commerce, meeting catastrophe when they have dared oppose its laws. The Atlantic Coast is strewn with the wrecks of ruined hopes of men who thought to create commercial ports by the creation of railroad terminals on superior harbors near the ocean, to supplant established mercantile centers, and to make their approach from the sea, but more easily reached by the producing customer.

When the first Cunarder left Liverpool, more than a half century ago, and entered Boston harbor, the "old men" of that staid city saw in imagination the establishment of the old town as the commercial metropolis of the Nation, supplying New York 200 miles further from Liverpool, but awake from their dream to see the steamers pass on to the rival, because New York is 200 miles nearer the heart of the country. So Philadelphia, away up the Delaware River, and Baltimore, a hundred miles inland, remain great commercial ports, in spite of all efforts to create substitutes nearer the "great cities." The cities of Port Royal, S. C.; Brunswick, Ga., and Ferdinand, Fla., have all been created by railroad capital in seaport cities which were to wipe from the map the inland cities of Charleston, Savannah and Jacksonville. They remain miserable little hamlets, inhabited by a mental class, doing a backwoods business, and a way of cheaper shipping for the older cities, while the commercial transactions remain at their old centers.

Impossible to Shake Portland's Position.

Here in the Northwest we have notable examples of failure in the attempts of the Northern Pacific, Great Northern and other lines to supplant the natural instinctive location of commercial ports by the creation of terminal ports sometimes nearer the ocean; failures resulting in distress to creditors and investors. Thus Kalama was the first attempt on the Columbia. It was to take away the commerce of Portland and destroy Astoria. Corner lots were sold there for \$300, that are not to be found today as anything but spots in a cow pasture. There was a good harbor near the ocean; it was the terminus of a great transcontinental railroad line. The river and the railroad are still there, enjoying the Sabbath stillness of Kalamity. This experiment being a failure, Portland persisting in living as a commercial port, the Columbia River was abandoned for an attack on the Puget Sound city of Seattle, by the creation of Tacoma. Seattle was an established town with a thriving commerce, being the mercantile center of a considerable territory, which came there for the supplies of life. It was to be cut off from railroad accommodation for the benefit of Tacoma, where hotels, railroad warehouses, docks and all conveniences were built with the capital of men interested in the Northern Pacific Railroad. The shops of the railroad company turned out cars for the city, and these were advertised as Tacoma manufactures of iron and silk arriving from China and Japan in the company's steamers were trundled across the Sound by a freight train bound for New York or Chicago, and advertised as the commerce of Tacoma, amounting to millions of dollars; Tacoma's sole interest being that of the longshoreman who handled the packages. Meantime more than half the townsite as it once existed has been remanded to acre property, and Tacoma is becoming what in the legitimate exercise of capital, is its true province, a prosperous manufacturing city, with a flattering prospect of wealthy development in that province, though in no sense will it ever become an important commercial port. The antagonizing railroad has been forced into Seattle, as into Portland.

What, then, may we ask, is the commercial metropolis of a region? Simply and only the center of its commercial transactions—the place where the supplies of a region are exchanged for its products. It will be close by the producer as it can reach, because its products

PROMINENT COUNTY AND CITY OFFICIALS, PORTLAND.



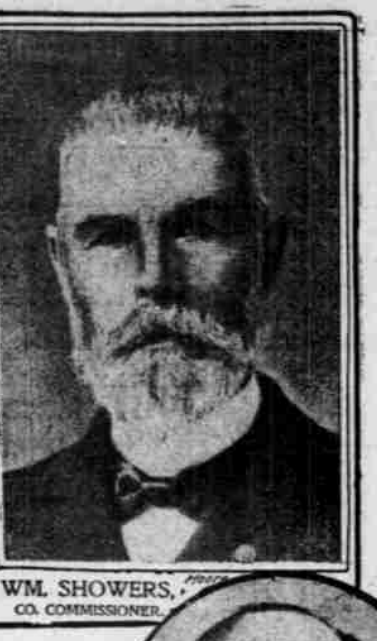
WILLIAM FRAZIER, SHERIFF, MULTNOMAH COUNTY.



J. G. MACK, CO. COMMISSIONER.



W. M. CAKE, COUNTY JUDGE.



W. M. SHOWERS, CO. COMMISSIONER.



S. C. BEACH, RECORDER CONVEYANCES.



WILLIAM H. POPE, COUNTY AUDITOR.



H. W. THIELSON, CHIEF DEPUTY SHERIFF.



CITY HALL, PORTLAND.



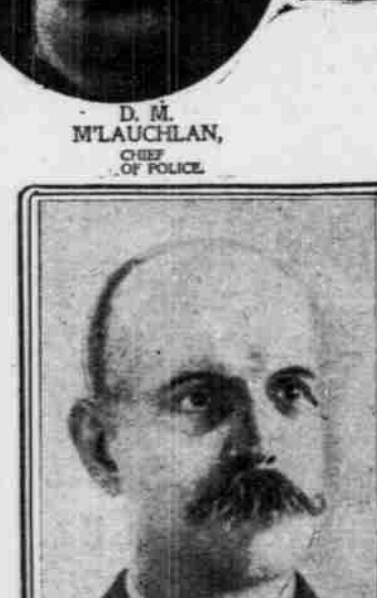
R. F. ROBINSON, CITY ASSESSOR.



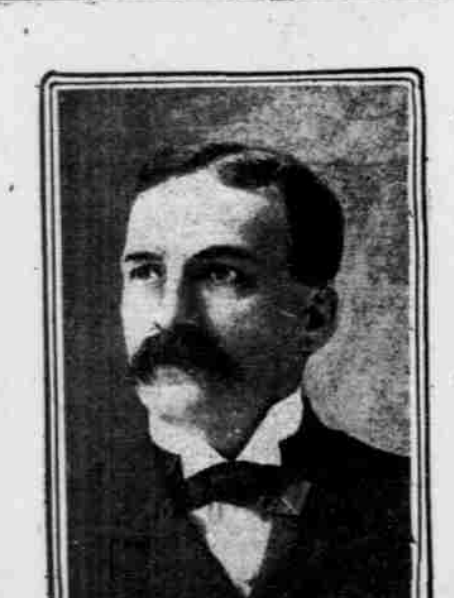
CHAS. E. McDONNELL, COUNTY ASSESSOR.



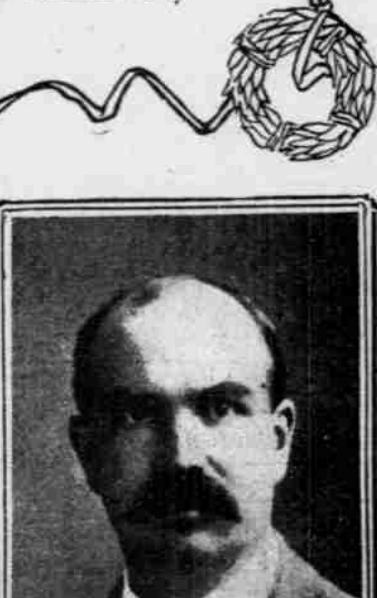
D. M. M'LAUGHLAN, CHIEF OF POLICE.



WILLIAM B. CHASE, Member Am. S. C. E., City Engineer.



J. M. LONG, CITY ATTORNEY.



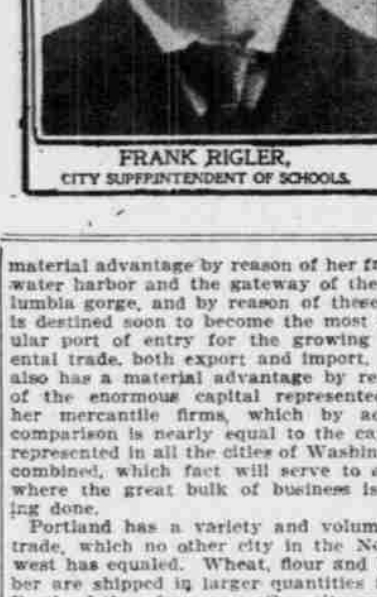
GEO. J. CAMERON, MUNICIPAL JUDGE.



T. C. DEVLIN, AUDITOR.



J. E. WERLEIN, CITY TREASURER.



FRANK RIGLER, CITY SUPERINTENDENT OF SCHOOLS.

are rivals with each other to sell him supplies and buy his products. If the producers were rivals, they would direct to the sea to catch the first chance at the merchant; on the contrary, they remain at home to be courted and buy their supplies at the nearest merchant.

Northwest's Principal Trading Point.

This dealing with the producer establishes by its amount the rank of the city or port in commercial importance. Thus, the jobbing business of Portland in 1900 was \$10,000,000, being three times the aggregate trade of Astoria, Tacoma, Seattle and Spokane. It is the one point in the Northwest to which trade resorts from all over the region. Not only the country dealers of the Columbia Basin, covering a territory of 300,000 square miles, resort to Portland for their stocks, but the wholesale dealers of the "rival" towns buy largely in this market for their jobbing and retail trade. So that Portland has become the great mart, the commercial metropolis of the Northwest, to which all the ports and cities of these regions have become tributary. It owes this fact to its unaltered and ungratified position, as being nearer the heart of the great Northwest than any other seaport. Trade, like the rainfall of a territory, follows natural channels. The trade of this immense Northwest converges towards the confluence of its two great rivers, just as the members of the hand converge toward the wrist—their governing power.

AS A COMMERCIAL CITY.

Portland Has Vast Advantages Over All Other Towns in the Northwest.

We occasionally meet persons that have been suddenly impressed with the rapid growth of some of our neighboring cities, who are inclined to question Portland's supremacy as the commercial metropolis of the Northwest, yet when a sober comparison is made, it shows conclusively that Portland is in the lead, and by reason of certain material points likely to remain not only the leading commercial city of the Northwest, but in proportion to population, the richest commercial city in the United States. Trade in all its diversified ramifications is the basis of commercial greatness. Portland has material advantages over all cities in the Northwest by reason of her location, which makes her the natural distributing point and commercial, jobbing and banking center of the entire Columbia River watershed, an empire of itself of wonderful productiveness, the products of which come to the world's markets through the mills, factories and warehouses of Portland by water-level grades. Portland also has

material advantage by reason of her fresh-water harbor and the gateway of the Bull Run River, a tributary of the Sandy, which empties into the Columbia at Troutdale. Bull Run River, after flowing very rapidly through a rocky canyon nearly 30 miles, is tapped by a pipe 48 inches in diameter, at a point 30 miles east from Portland, and 720 feet above low tide in the Willamette River, and a portion of the water, without being stored in any reservoir, flows through the 30 miles of pipe directly into the distributing mains of the city, at the rate of 24,000,000 gallons daily.

Source of Supply Well Protected.

The pipe is buried deep in the ground and thoroughly protected from heat in crossing the Willamette River it is laid in a trench dredged below the bottom of the ship channel. The water reaches the city in seven hours, and is then as cool and sparkling as when it left the river. The region forming the watershed of the lake and river is of volcanic origin. Great ridges of basaltic rock cleft by deep canyons, but, wherever there is sufficient soil, shaded by dense forests of evergreen trees, and covered with vines, briars, ferns and mosses. It is a rugged wilderness, impassable for a horse, and difficult for man to penetrate. There is not a habitation, pasture, road or trail on the watershed of the lake and river above the point where the water from the city is taken out; consequently, there is absolutely nothing which can pollute in the slightest degree the perfect purity of the water. When it pours from the pipes in the city, it is as healthful and refreshing as when it fell from the clouds.

The President of the United States, at the request of the Water Committee of the City of Portland, presented by the Senators and Representatives of Oregon, issued on June 17, 1902, a proclamation, by authority of the act of Congress approved March 3, 1891, setting aside the "Bull Run Timber Reserve," a tract of land containing 22 square miles, which embraces the watershed described above, and an ample margin around it. The United States will not sell any land in this reserve, nor permit timber to be removed from it, nor allow sheep or cattle to be pastured thereon. So long as the laws governing these matters remain unchanged, the water supply of Portland cannot be injured, provided the law "to prevent forest fires on the public domain" is properly enforced. The forest shades the snow, which every winter covers the high land deeply, and retards its melting; the undergrowth protects the soil, and prevents it from being washed into the streams. The result is that no "settling reservoir" is needed; the water is always as clear as crystal, and free from sediment even during the greatest freshets. It is so cool that it does not need ice to make it palatable.

PORTLAND'S PURE WATER.

Service Good and Rates Are Low in Comparison.

The main source of the water supply of Portland is Bull Run Lake, situated in the Cascade Mountains, at an elevation of 3500 feet above the level of the sea. The lake, about three miles long, nearly a mile wide and very deep, is seven miles northwest from the summit of Mount Hood. The deep canyon of the Sandy River prevents the discolored waters from the glaciers of that mountain from running into the lake. It is supplied entirely from unfailing springs in the steep, rocky slopes surrounding it on all sides, fed by water from melting snow and rain. The only outlet from the lake is under an immense mass of shattered basalt, which fills the canyon at its northwest end. From the base of this natural dam,

per Imperial gallon of 10 pounds avoirdupois, consisting of—

Table with 3 columns: Part, Parts per 100,000, Grains per gal. Includes Silica, Oxides of iron and alumina, Calcium carbonate, Magnesium carbonate, Chlorides, sulphates and carbonates of alkalis, Organic matter.

"Microscopic examination of the sediment and chemical tests of the water show the absence of deleterious organic matter. Only traces of ammonia were found, while nitrates and nitrites could not be detected, showing absence of nitrogenous organic matter. To sum up, the water ranks among the best on record, and is excellently adapted for domestic use."

Rates Compare Favorably With the West.

The rates charged for water compare favorably with those charged in Eastern cities, when it is taken into consideration that in Portland there is no tax on property for water purposes, and that all the costs of operation, repairs, extensions and part of the cost of construction, and also the interest on the bonds are paid entirely out of the receipts for water sold. During the 15 years, just ending, that the city has owned and operated water-works, its water committee, representative business men appointed without regard to politics and serving without pay, has received in round sums as follows: For bonds sold, \$2,900,000; for premium on bonds, \$222,000; for water sold, \$3,196,000; total, \$6,318,000.

During the same period the committee has expended for purchasing the plants and franchises of private corporations, who formerly supplied the city with water, and for making additions thereto, \$78,800; for the Bull Run gravity system, consisting of 30 miles of pipe line, rights of way, roads, bridges, 400 acres of land, four reservoirs, telephone line, etc., \$2,855,000; for extending water mains in the city, \$521,000; for operating expenses and repairs, \$45,000, and paying the interest on bonds, \$1,267,000; total, \$6,175,000. Leaving a balance in the hands of the Treasurer, available for further purchases or extensions, amounting to \$142,000. Some slight change may be made in the foregoing figures when the accounts for December are closed. FRANK T. DODGE, Superintendent of the Water Committee.

PORTLAND GROWING RAPIDLY.

Population of City and Suburbs Has Increased 15,000.

Portland has grown very rapidly. It has been estimated from a careful canvass of the architects, builders, dealers in building materials and housefurnishers that not less than 2000 dwellings have been built during the year. It is to be regretted that we have no complete official record of new buildings, for I am certain the number is in excess of the estimate. These dwellings are of an excellent grade, and are mostly owned by the occupants. We have no vacant houses, which is the evidence of a large increase in population. The style of tenement houses erected marks a new departure in building in this city. A large number of

modern flats, well lighted, heated, ventilated, and in every respect attractive and wholesome, have been erected, and suggest that Portland is now sought by the true urbanites, the real dwellers of cities. I believe that 15,000 would be a conservative estimate of the increase in our population during 1901.

When I consider Portland's superb location, where all transportation lines must naturally converge, its vast contiguous territory, unsurpassed in productiveness, not only in quantity, but also in quality, and diversity of products; its climate, healthfulness and matchless beauty, as compared with any part of the globe, I am persuaded that its population will be doubled in a decade, and that its future greatness is beyond the hopes of its most ardent admirers. Portland is to be a city. It is to be a great American city. Business will come here, manufactures will flourish; it will be the center of a network of railroads; ships from all countries will be crowded in our harbor; learning will be represented by appropriate institutions, and the fame of Portland will reach all lands as surely as the Columbia continues to flow to the sea. This is not prophecy; it is a statement of facts, for certain natural conditions will produce certain results, and not even our own incredulity, indifference and disloyalty can long keep back the tide of progress.

The factors which will contribute to Portland's growth are so many that the limited space allotted for this article would prevent the enumeration of them all. The most important will be a greatly increased rural population. We need a million people in Eastern Oregon, we need a million more in the fertile valleys of the Willamette, Umpqua and Rogue Rivers. We need farmers from east of the Mississippi whose shrewdness, thrift and industry have characterized the American people, and who would realize very satisfactory profits from what is wasted on Western farms; farmers who will have neat homes, well-housed stock and tools; who know how to make land produce its utmost; who buy newspapers, books, good furniture and clothing for their families; who will give more attention to poultry, eggs, butter, cheese, beef, pork, mutton, vegetables and fruits of all kinds, hops, wool, sugar beets, flax, hay and all the other products of our soil; who will labor intelligently to produce the best qualities of all products, and who exercise the most care in marketing their crops in the best manner. Such a rural population will attract the manufacturers we are all waiting for a home market which will consume their outputs and only a small percentage would be for export. The products of our state and its countless attractions to the home-seeker should be widely advertised, and the people of Eastern States encouraged by all legitimate means to come here. Access to coal deposits or the discovery

of oil for fuel for manufacturing would enhance our prosperity, but there are also many enterprises classed as manufactures, such as fruit drying and canning, meat-packing, etc., where there is no end to our possibilities, and in which fuel is not a very large item. The only question is production in sufficient quantities so that they may be handled with the least cost and allow a reasonable margin of profit. There are districts in our state that produce the finest apples in the world, but not in quantities to justify Eastern dealers in sending men into them to look after the orchards and shipments as they do in the larger apple districts of California. This is also true of many other products.

The various mining districts of the state, when properly developed, will contribute largely to our wealth. Other enterprises in our state presents a more inviting field for investment. The people of Portland are holding off business and increased values by not securing a smelter here. If a subsidy were ever justified it would be to secure this most desirable of all enterprises. Our progress necessitates a closer intimacy with the Orient. We are established there, and our merchants and manufacturers should press their trade among those millions of people who now furnish the most promising market in the world for our trade.

Some of our merchants who have long been accustomed to the trade conditions of a new country must wake up to the fact that the smaller profits and larger sales throughout the whole Northwest by adherence to pioneer methods. If they are to have their full share in Portland's growth they must "brush up" in order to meet the smaller profits and larger sales of Eastern dealers. A deeper channel to the sea is desirable. The people of our city have long appreciated this fact, and with commendable zeal have made river and harbor improvements by local taxation. The General Government should now assume the work. Oregon should share liberally in the river and harbor appropriations of the next Congress, and our delegation should devote its most strenuous efforts to this purpose. The Isthmian Canal and of uniform freight rates, both East and West, over the transcontinental roads, are fully appreciated by all who are familiar with our commerce.

We may also hasten the greatness of our city by giving every newcomer, as the slang of the day expresses it, "a run for his money," and not make him feel like a lamb that has strayed into a pack of wolves. Show him our state and its resources, our city and its opportunities, make him feel that he is welcome and that there is room here for him, to prosper. H. S. ROWE, Mayor.

PORTLAND A HEALTHY CITY.

Second in Rank in the United States, but Entitled to First Place.

The United States census of 1900 classed Portland as second in low death rate of any city in the United States. St. Joseph, Mo., has first place. There is only a fractional difference between the two cities, St. Joseph's rate being 3.1 to the 1000 population and Portland's 3.5 per 1000. There are many reasons why Portland should be so classed as to health. One of the principal reasons is the magnificent climate which we enjoy, plenty of sunshine in Summer and rain in abundance in Winter to insure the growth of all the good things that man desires. It never is so cold in Winter but that the roses may bloom in the open dooryards of Portland. It never is so dry in the Summer but that the trees and lawns are always beautiful to the eye. What more could be desired for health and beauty? We can well boast of having the best water supply of any city on earth. This, another important factor in the health of cities, is not second to any other consideration. On January 1, 1896, the Bull Run water system was completed and the water turned into the city mains. The water that was being used from the Willamette River was allowed to go on its course down stream. The source of this water system is Bull Run Lake, which is situated about 50 miles from Portland, near the foot of Mount Hood. The water comes from the Bull Run River, 20 miles below the lake. The lake is fed by a system of never-falling springs. The lake and river are surrounded by the Bull Run timber reserve, which contains a tract of land 22 square miles in extent. This reserve is not occupied by man nor is any stock allowed to graze upon it. This insures absolute protection from pollution. The water is always clear and free from sediment. There is no purer water on earth. It is excellently adapted for domestic use. It is never warm in Summer, it comes from the pipes sparkling, clear and cold all the time. The supply never will diminish in quantity, nor deteriorate in quality. During the three years prior to the introduction of Bull Run water there were 234 deaths in Portland. From January 1, 1895, to January 1, 1898—the three years after Bull Run water was introduced into the city—there were 243 deaths, thus showing a decrease of our yearly mortality of 38, due largely to the use of pure water. This, be it remembered, does not take into account the decrease in the population for that time. On August 4, 1897, the Mayor and the Common Council of the city established a Board of Health, creating the office of City Physician and Health Commissioner for the purpose of protecting the public health and to prevent the spread of contagious diseases. Since that time the vital statistics have been accurately and properly kept and many important changes and improvements have been effected for the benefit of the general health of the city. A large number of old vaults, cesspools, cisterns which were a menace to health, have been filled with concrete and the public sewer connected with the public sewer. All new buildings, public and private, that have been constructed since the establishment of the Health Department have been connected with modern sewer and drainage systems under the inspection of the city. All the plumbing has been under the supervision of the Plumbing Inspector, whose duty it is to see that the plumbing within the buildings is constructed in accordance with the rules and regulations of the ordinances governing such work. In order successfully to resist exposure to contagious diseases pure air is vitally necessary to the enjoyment of bodily health as proper food and pure water, light and sunshine. A crematory has been established where the garbage and all refuse of the city is properly destroyed by cremation. Contagion has been closely guarded and we are happy to report that no epidemics have occurred. The city has been visited many times and epidemics would have broken out if strict caution had not been exercised to prevent them. Taken in every way, Portland has every reason to be proud of the position she has assumed as a healthy city. The Federal census of 1900 giving a population of 21,956,311 in cities where registration of vital statistics is kept, show a death rate of 18.5 per thousand population. The average death rate for Portland for the past six years has been less than nine in one thousand inhabitants, showing that we have less than one-half the death rate of that of the average city in the United States. Fully 10 per cent of our deaths are those of people who die in our hospitals. They are patients who have come to Portland for treatment. These cases do not properly belong to the city, but are included in the making up of the statistics. The city's reputation and skill of our medical fraternity and the magnificent endowed hospitals and sanitariums, attract a large number of sick people from outside ports. As they come from a great area of coun-