CITY NOW A MODERN PORT

Improvement of Channel and All Facilities for Shipping Has Been Steady and Is to Be Continued.

By C. F. Swigert, President Port of Portland Commission.

IN one of my most cherished possessions, an original copy of "Vancouver's Voyages," published in 1798, I find the following concerning the exploration of the Columbia River by Captain Vancouver's lieutenant, W. R. Broughton, then encamped with two boat's crews near the mouth of the Willamette:

"Their remaining supplies could not, with all possible frugality, last more than two or three days longer, and it was impossible, under the most favorable circumstances they should reach the vessels in a less space of time. Mr. Broughton gave up the idea of any further examination and was reconciled to this measure because even thus far the river could hardly be considered navigable for shipping."

Readers of The Oregonian are often puzzled at the remarkable views held by some departments of the Government at Washington as to the navigability of the Columbia and Willamette Rivers, but it should be remembered that the Congressional Library, too, contains a copy of "Vancouver's Voyages," and what more probable than that Lieutenant Broughton's views still form the basis of some up-to-date official opinions?

Captain Vancouver's vessels, the Discovery and Chatham, were barely 350 tons burden, and may fairly be presumed to represent Lieutenant Broughton's idea of "shipping." Today vessels with 10,000 tons of cargo pass up and down these rivers without difficulty or delay. What has been done to make this possible?

As early as 1866, the Government began the work of improvement, although no definite project was adopted until 1877, 11 years later, when a plan for maintaining a depth of 20 feet at low water was presented and adopted. Unfortunately, this project, in common with most others in the early days of river and harbor improvements, suffered from the prevailing tendency in Congress to regard these appropriations as "melons," to be divided on the basis of representation rather than of the needs of commerce.

In 1890 the project was revised to provide a 25-foot channel, but progress was so slow that the business men of the city, realizing that more rapid progress was vital to the growth and development of our shipping, prepared a bill creating the Port of Portland Commission, with power to levy and collect taxes and to co-operate with the Government in improving the channel from Portland to the sea.

It is the fashion to refer to Portland as slow and unprogressive, but no other community in this country began so early or has gone so far in expenditures for river improvements as has Portland; nor has any public body in any city ever received more hearty and uniform support from the voters and taxpayers than has the Port of Portland Commission throughout its existence.

As the Commission, since its organization, has spent two dollars on river improvements for every one spent by the Government, it is only fair to say that through its agency the 25-foot channel has become a reality and the days of lightering but a memory.

A vessel coming to Portland today need wait no longer for the tide than she would at London, Antwerp or Hamburg, and I submit to those of our citizens who are quick to see and appreciate the progress in cities to the north and south of us, whether this, too, is not "going some."

But 25 feet is not enough, and our Representatives will urge Congress at its present session to adopt a project for a 30-foot channel in order that we may keep pace with the deepening water on the bar. That this is entirely feasible and can be accomplished at a reasonable cost, as compared with improvements elsewhere, no longer admits of doubt.

In addition to deepening the river, other handicaps have been met and overcome. For many years the need of a drydock was keenly felt, but the failure of one ill-advised attempt by a private corporation deterred others, and again it was necessary for the taxpayers at large to provide the means or fall behind in the race.

The Legislature of 1900 gave the Commission the authority necessary, and since 1903 we have had a drydock capable of lifting the largest vessel that ever visited the port, and one which has successfully competed with others for business in this line.

But all the work of making the port a cheap and attractive one to shipping has not fallen upon the public. The question of compulsory pilotage on the bar and the free disposal of ballast from sailing ships has long been troublesome, and finally led to the levying of an arbitrary differential against this port by the International Association of Sailing Shipowners.

This was an intolerable handicap, and the Chamber of Commerce, aided by the O. R. & N. Company, twice sent a representative to Europe to attend the meetings of this association and attempt its removal. To do this it was necessary to agree to free pilotage on the bar and the free disposal of ballast from ships' tackles. This was finally accomplished by the O. R. & N. Company paying the pilotage, and the Chamber of Commerce, through private citizens, disposing of the ballast without cost.

The effect of the removal of this differential was immediately noticeable in the increased movement of cargoes, and too much praise cannot be given the O. R. & N. Company for great assistance at this critical period, nor to the Chamber of Commerce for activity and persistence until these causes of complaint had been removed.

Still another important step in the work of making the port cheap and attractive was initiated by the Chamber of Commerce and placed before the voters last June. This was the proposal to authorize the Port of Portland Commission to take over the towage and pilotage service on the bar at an estimated expense for equipment of $500,000. As usual, the proposal carried by an overwhelming majority, and is another convincing proof that our people believe "the Lord helps those who help themselves."

Some legal complications have prevented the Commission from exercising these new powers up to this time, but the way now seems clear, and the new service will be established as soon as suitable equipment can be provided and some further necessary legislation secured.

It is believed that this new service, operated solely with a view to the best interests of the port, will go a long way toward removing the few remaining objections of shipowners and will largely aid in making Portland one of the cheapest, safest and quickest of the Pacific seaports.

REVIVAL OF COAST SHIPPING

Coming Year Promises to Be Banner One in Coastwise Traffic from Portland to Other Pacific Ports.

By F. P. Baumgartner, Agent California & Oregon Coast Steamship Company.

COASTWISE rates have been lower during the past year than at any time for many seasons past and the volume of business has not shown the increase that it should. Both low rates and lack of freight offerings are due directly to the financial crisis through which the country passed during the latter part of 1907 and the early part of 1908. At present, however, there is a decided upward tendency in rates and freight offerings are more numerous, and I am confident that business during the ensuing year will be better than ever along the Coast.

The shortage in business was in the southbound offerings. During the year there has been a marked improvement in the freight business coming north. Some dozen or more steam schooners, in addition to the regular line steamships, are now engaged in bringing general cargo north where formerly they came in ballast. With the steam schooners, the southbound cargoes consist generally of wheat and a deckload of lumber.

A general revival of the coastwise lumber trade is evident. Mills all along the Coast are now operating on full time and tomorrow will mark the opening of all mills which have been shut down for months. Logging camps are working in full blast. The irrigation projects in the Southwest will create a big demand for lumber, the yard stocks of dealers in California have been allowed to run down and it will be necessary for them to stock up. Railroad construction will begin anew this year and the companies are already looking for ties and bridge material. During 1908 there was no construction in the South and very little repairing. The demand for material will be greater during 1909 than for several years.

In anticipation of the revival of the coastwise lumber business a number of large steamers have been built and placed in commission. These vessels, among the number being the Nann Smith, George W. Fenwick, Falcon, St. Helens, Sybil Marston and Carlos, have a capacity of from 1,500,000 to 2,500,000 feet. The Nann Smith and Fenwick each with a capacity of 2,500,000 feet are way outside of the steam schooner class.

People of the Coquille River district have been given direct water service to Portland during the year and a large amount of the business which formerly went to San Francisco now comes to Portland. The gasoline steamer Wilhelmina which was built last Summer at North Bend, makes regular trips between Coos Bay and Bandon and Portland shippers can ship direct, the transfer being made at Marshfield.

Tillamook now has two regular steamers both plying out of Portland and each making a round trip a week. The steamer Sue H. Elmore now loads and discharges at Portland instead of Astoria and the steamer Argo operates over the same route. This service will also give Portland a large part of the trade which formerly went to San Francisco. Lumber packets, bound from the Bay City to Tillamook for cargo would pick up a few dollars by taking general cargo for merchants on Tillamook Bay.

At present there is a large amount of grain moving south. This is no doubt due to a combination. There has been a general increase in wheat business in California during the past six weeks. There is also a short crop for dealers to work on.

ROAD TO ENTER TILLAMOOK

Railway, Now Under Construction, Will Open Up Rich Coast Section That Has Long Been Neglected.

By E. E. Lytle, President Pacific Railway & Navigation Company.

TRIBUTARY to the proposed lines of the Pacific Railway and Navigation Company on the West Side division of the Southern Pacific Railway, to Tillamook, via Banks and Buxton and the Salmonberry and Nehalem Rivers, there is approximately 1,750,000 acres of land which is practically a solid body of merchantable timber of all the varieties found in the Northwest. In this area are to be found not less than 170,000 acres of highly improved and immensely productive agricultural lands now largely devoted to dairying, but yielding all the cereals, fruits, hops, root and heavy hay crops. By careful examination it has been found that practically every acre in the above area, when denuded of its timber, will be turned into agricultural land. The entire area is covered by heavy black loam averaging in depth about four feet. Notwithstanding the fact that the products of these lands are at present limited on account of transportation facilities, at a recent sale in the vicinity of Tillamook, the prices ranged from $150 to $300 an acre.

Relatively speaking, the improved lands in this territory are capable of producing from three to four times as much tonnage as the acreage of Eastern Oregon and Washington wheat lands.

Much in detail might be written of this territory, but it seems sufficient to say it is a matter of official record that 38,000,000,000 feet of lumber is tributary to the main streams traversed and crossed by the proposed lines of railway. According to reports of geologists of the state of Oregon and by the United States Government, coal deposits of high quality are found throughout the entire Nehalem Valley. While the writer hereof is inclined to question the quality of the coal as having any considerable value for other than domestic purposes, he is inclined to the opinion that the deposits are extensive, and will figure in the markets of Portland and Willamette Valley towns.

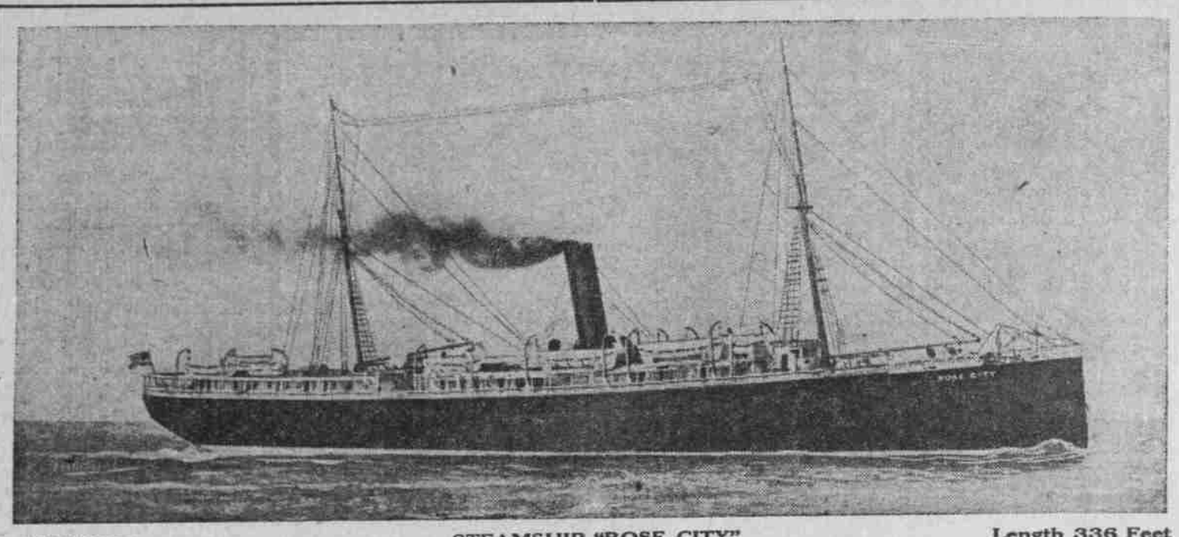
With the exception of coal and iron, little is known of the mineral resources of the territory, for the reason that the country rock is rarely found on the surface, which, together with the dense timber and undergrowth, renders prospecting most difficult. However, iron ore deposits are known to exist in a number of localities throughout the territory to be traversed by the proposed lines. Large beds of ore running high in percentage of an excellent quality of iron are located near Pittsburg, on the Nehalem River.

There being no possible question as to the stability of the contributing territory from a traffic standpoint, the one possible factor in the way of the proposed railroad not being a good earner for several years lies in the fact that the greater portion of the traffic in sight is timber and its products, and this traffic is subject to the fluctuations of the lumber market. However, owing to the fact that considerable timber is held in 160-acre tracts and less, by homesteaders who are and will at all times be seeking an opportunity to clear their lands of timber for agricultural purposes, and will, for that reason, enter any kind of a market in order to dispose of the timber product that would otherwise be a total loss, I am enabled to figure at least operating expenses under favorable conditions, on the line to Tillamook, notwithstanding the enormous cost of construction made necessary, first, by the topography of the country; second, by the high rates of labor and the quality of labor; third, by the enormous prices for structural material.

All things considered, a great deal of credit is due Mr. Harriman, who is furnishing the money, and who does not expect for several years to reap any benefits by way of net earnings, and it might not be out of the way at this particular time to state that, during the past three years, while the papers have been severely criticizing that gentleman for not spending money in the state of Oregon toward the development of the state, and it being now known that he is furnishing the money, and in large sums, a great deal of consideration should be given him in case of what might seem to the public unnecessary delays in present as well as future construction, for the reason he may be, as in this case, spending large sums of money in this direction without advertising it to the world.

The Pacific Railway and Navigation Company has now in operation from Hillsboro north 20 miles of track, and seven additional miles almost ready for track; and from Tillamook north ten miles of track, which should be in operation by February 1, 1909. Thirteen miles of this construction will cost, when completed, $69,000 a mile, and 14 miles additional will cost $49,000 a mile. We have one bridge a mile and a half long, one tunnel 1400 feet long, seven tunnels ranging from 150 to 300 feet in length, so that the average cost a mile will be about $35,000, without equipment, and should be completed in about one year from this date.

SAN FRANCISCO & PORTLAND STEAMSHIP COMPANY
PORTLAND & ASIATIC STEAMSHIP COMPANY



4300 Tons — STEAMSHIP "ROSE CITY" — Length 336 Feet

San Francisco & Portland Steamship Company

COLUMBIA RIVER SCENIC ROUTE

A delightful ocean voyage affording a Grand Panoramic View of the Lower Columbia. Of the fast passenger steamers of this line which leave Portland (Ainsworth Dock) every week for San Francisco, calling at Astoria en route, the new S. S. "Rose City" may be taken as a type. Gross tonnage 4300, length 336 feet, breadth 43 feet. The use of oil for fuel eliminates coal dust, soot and cinders. Equipped with wireless apparatus, the ships are at all times in touch with the shore. The staterooms are large and handsomely fitted up; the general service is excellent, and the table is not surpassed on any of the large Trans-Pacific steamers. Low rates, including meals and berth. Round-trip tickets at reduced rates.

FOR FURTHER PARTICULARS APPLY TO

J. W. RANSOM, Dock Agent, Ainsworth Dock, Portland, Oregon.
M. J. ROCHE, City Ticket Agent, 142 Third St., Portland, Oregon.
A. G. D. KERRELL, Gen. Passenger Agt., Flood Bldg., San Francisco, Cal.

Portland & Asiatic Steamship Co.

SAILING EVERY 20 DAYS BETWEEN
PORTLAND
YOKOHAMA, KOBE, MOJI
AND HONGKONG

"ARABIA" "ALESIA" "NICOMEDIA" "NUMANTIA"

FOR RATES AND OTHER INFORMATION APPLY TO

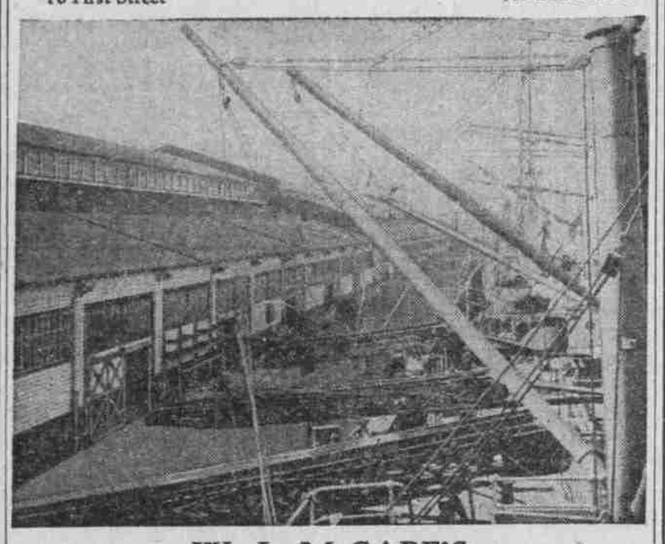
J. W. Ransom, Dock Agent, Portland — B. C. Howard, Agent, Yokohama
W. W. Campbell, Agent, Kobe — S. Silverstone, Agent, Hongkong
Wuriu Shokwai, Agent, Moji — Shewan, Tomes & Co., Agts., Shanghai
Holme, Ringer & Co., Agents, Nagasaki

W. L. McCABE, PRESIDENT — W. K. SCOTT, VICE-PRESIDENT.
Formerly of
Brown & McCabe, Portland and Columbia River.
Puget Sound Stevedoring Co., Puget Sound.
McCabe & Hamilton, Puget Sound, Straits of Fuca, and British Columbia
McCabe, Hamilton & Renny, Honolulu, H. I.

THE McCABE COMPANY, Inc.

GENERAL STEVEDORES

PORTLAND 76 First Street — OREGON — ASTORIA 469 Bond Street



W. L. McCABE'S

Patent Portable Ship and Warehouse Conveyors, Friction Chutes and Freight-Handling Machinery. Capacity, 5000 Packages per Hour per Machine.

These latest machines are brought down to perfection and as now arranged will occupy less room and work to greater advantage than any other. Will discharge or load, carry and pile bales, sacks, cases or bulk goods; packages of any description handled over conveyors.

McCABE WAREHOUSE CONVEYOR FACTORY
2012 FIFTEENTH AVE. WEST, SEATTLE, WASH., U. S. A.
Phone: Sunset, Queen Anne 1202.

Frederick A. Kribs
DEALER IN
PACIFIC COAST TIMBER LANDS

Sugar and White Pine in California and Oregon
White Pine in Idaho
Port Orford or Oregon White Cedar in Oregon
Spruce in Oregon and Washington
Fir and Cedar in Oregon and Washington

Good Blocks of Any of the Above Timber Constantly on Hand. Correspondence Solicited. References Furnished. Personal Examinations Made.

330 Chamber of Commerce, Portland, Oregon

The Breyman Leather Co.
Wholesale Manufacturers
HARNESS and SADDLES
JOBBERS OF
Saddlery, Hardware, Horse Goods, Leather, Findings and Shoe Store Supplies
N. E. Corner Fifth and Oak Streets — Portland, Oregon

LANG & COMPANY
WHOLESALE GROCERS

During the last twenty-five years there have been many changes in Portland, both as applied to the growth of our city and in a business way, and in canvassing our commercial growth it can be said, with but very few exceptions, that our strongest mercantile institutions of today are the ones which have virtually grown with the city and kept pace with its development. The firm of Lang & Company, wholesale grocers, started business in Portland twenty-five years ago and in a very small way, but in each of the succeeding years has kept pace with the city's development and is today one of our strongest wholesale institutions. Besides the Portland house, they operate branches at Seattle, Baker City, Or., Medford, Or., and Lewiston, Idaho, which five houses make it possible for them to cater to the trade of Oregon, Washington and Idaho, and rank as the largest individual distributors of groceries on the Pacific Coast. The latest edition of their business is the installation of a complete and up-to-date plant for the blending and roasting of coffees, which will place them in position to more successfully compete for the coffee business and be an extensive branch of their already large business.

J. E. Haseltine & Co.
Incorporated
IMPORTERS AND DEALERS IN
Iron, Steel, Coal
BLACKSMITH SUPPLIES, CARRIAGE AND WAGON MATERIAL
HARDWOOD LUMBER
45 to 51 Second St. — Portland, Oregon

WE MAKE
Printing Cuts

To Print Newspaper, Magazine and Book Illustrations, Catalogues, Labels, Stationery, Postcards. ¶ And we design and draw for all commercial purposes.

CONNAWAY ENGRAVING CO.
Designers — Photo Engravers — Wood Engravers
109 Second Street, Portland, Oregon

PORTLAND IRON WORKS
Manufacturers of
SAWMILL MACHINERY

Machinery and castings of all kinds made to order. Mill rolls reground and recorrugated. We have the only gear planer in the Northwest for dressing mortise gears and pinions. A large stock of transmission machinery and supplies constantly on hand. Repair work promptly done.

Office and Works, 14th and Northrup Sts.