# PRESTIGE OF PORTLAND AS PORT IS SUSTAINED BY 1909 SHIP MOVEMENTS

Coastwise Business Is Heaviest Ever Recorded, While Largest Grain and Lumber Vessels Afloat Are Taking Huge Cargoes to Chief Harbors in Orient, Europe and South America.

By E. W. Wright.

ITH the largest constwise traffic ever handled out in a single year, 1909 made a new record in the number of vessels of all classes arriving and departing, although the net registered tonnage of the fleet was alightly less than for 1908. This decrease in the tonnage figures was all accounted for in the foreign grain trade, the small crop of 1908 being all shipped out prior to January 1, 1909, and an Eastern movement by rall and heavy home demand taking up most of the early offerings of the 1909 crop.

Including coastwise and foreign vessels, there were entered at Portland in 1909 724 craft of 860,960 tons net register. The clearances for the year from Portland were 609 vessels of 849,777 tons not register, a grand total of 1423 vessels of 1,719,737 ions net register, and with a carrying capacity of more than 3,500,000

Lumber and grain are the two great staples which, to an overwhelming extent, supply cargoes for the ocean carriers, both foreign and coastwise, and both of these staples made new records for the coastwise trade. The newest and most satisfactory feature of the coastwise water traffic was the large amount of inward cargo brought by the vessels. Prior to 1909, nearly all of the lumber steamers coming to the port entered in ballast, but last year full cargoes, both ways, were the rule instead of the exception. The economic advantage of this new order of things is obvious, for it has resulted in lower freight rates on both north and southbound cargo. The year witnessed a considerable increase in the lumber trade out of Columbia and Willamette River points below Portland, a large number of constling steamers that brought freight to Portland after discharging going down to the lower-river alls to load outward cargoes of lumber. In the aggregate, these shipments from Astoria, Knappton, Prescott. Rainler, St. Helens, Linnton, St. John and other ports reached a large total and proved an important addition to the Columbia River

In addition to an increased service to California points, there was a very pronounced increase in the volume of business by water with Oregon coast ports. The two regular steamers operating between Portland and Coos Pay carried capacity cargoes of freignt and passengers for the greater part of the year, and a movement is now on to place a steamer on the Coquille route out of Portland. During the year an additional regular steamer was placed on the Tillamook route, and the traffic inward and outward was more than double that of any previous season.

In addition to these regular steamers, extra gasoline schooners made numerous trips throughout the year. While the numerous steam schooners with passenger accommodations made it possible for passengers to and from Callfornia to secure a steamer nearly every day in the year, the service for 1910 will be improved to such an extent that there will be an average of one firstclass passenger steamer leaving from and arriving at Portland every day in

This fine service will be made possible by the appearance on the route early in the year of the new steamers Beaver and Bear, built expressly for the Portland-San Francisco route. These vessels are 400 feet in length, and are fitted with all modern conveniences for sea travel. In speed and elegance, they will surpass anything in the Pacific

The river channel from Portland to the sea is in better shape than it has ever been. The very effective work of the Port of Portland has resulted in a 26foot channel between Portland and Astorin, and the jetty work has begun to show highly satisfactory results, unofficial soundings showing an increase of about two feet in the depth of water on the bar. The result of the work on both that the practicability of a 30-foot chan nel in the river and a 40-feet channel on the bar is no longer in doubt. The ad-ditional depth required can be secured with much greater case than was the depth we now enjoy.

The year 1909 witnessed the 40th anniversary of the export grain business from the Columbia River. While Portland was bandling a growing coastwise trade and nanding a growing coastwise trade and occasionally shipping a mixed cargo of grain, flour, lumber and other products to Honolulu, and even the Orient, nearly 20 years before the port became a direct exporting point for grain, it was the European wheat trade that proved the foundation from which our present great maritime prestige has developed. Long before the Columbia River began to attract attention as a lumber part the tract attention as a lumber port, the people of Portland began spending money to improve the channel in the river in order that our merchants and producers could secure larger and more ed carriers to move the grain crop of the Inland Empire. To a remarkable extent we have witnessed the grain trade and "

River improvement and the grain trade River improvement and the grain trade being thus so ciesely connected, a brief review of what has been accomplished in the 40 years is interesting. The first cargo of wheat sent foreign from Portland was dispatched by J. McCraken, en the American ship Helen Angler, in April. 1869. It consisted of 36,943 bushels of wheat. Corbett & Macleay, in October, 1869, dispatched the Adeline Elwood with 22,000 bushels. It would perfuse by the wheat. Cordett & Sachine Eliwood with 1859, dispatched the Adeline Eliwood with 2,000 bushels. It would, perhaps, be imfair to take but two ships to use in comparison with a larger number in later years. There were five ships in the fleet of 1870, and the two fleets and their caroles were as follows:

| Dispatched the Adeline Eliwood with 1828, 1838, 1

goes were as follows:	
Vessel. Relen Angier Adeline Kiwoon Herman Doctor Alpha Loveti Tordenskjoid Liym Average per cargo	22,000 18,776 28,000 24,582 22,829 20,196

As the Merchants' Exchange records, from which these figures are compiled, show, in the 1871 fleet, a number of smaller vessels than the Herman Doctor, smaller vessels than the Herman Doctor, the above affords a very accurate average of the type of vessel which was used in the Columbia River wheat trade. Even these diminutive carriers were unable to load all of their cargo at Portland, and not infrequently, after a nortlen of it had been lightered to Astoria, the vessel would get aground on the numerous bars in the river, that at St. Heiens being the worst of these obstacles. High freights and an increasing output of wheat, however, brought the grain carriers, and as far back as the late '76s, Portland business interests contributed money for the ness interests contributed money for the purpose of haproving the channel over some of the worst places in the river. The 18th anniversary of Portland's ap-

### PORTLAND'S ENORMOUS GRAIN, LUMBER AND GENERAL SHIPMENTS, FOREIGN AND COASTWISE.

EXPORTS FROM PORTLAND (FOREIGN). Compiled by Merchants' Exchange.

WHEAT.	19	99.	1.0	08.	190	7.
WHEAT.	Bushels.	Value.	Bushels.	Value.	Bushels.	Value.
January February March April May July August September October November	664,244 276,619 109,138 465,987 1,910,998 1,095,856 *919,784	\$ 622,988 270,931 103,500 432,040 1,795,151 1,067,287 926,326	2,032,256 2,279,790 1,421,987 1,107,113 464,732 437,044 1,711,578 1,821,050 791,071 953,387	\$1.815,428 2,063,505 1,204,974 986,094 417,227 386,134 93,455 1,559,219 1,646,700 619,208	842,997 652,725 505,535 612,728 763,094 193,810 50,000 639,507 1,119,655 1,135,821	\$ 597,026 470,636 369,722 160,296 596,456 168,614 37,500 549,003 1,032,600 1,020,033
Totals	5,142.626	200	13,039,556	\$76,431 \$11,768,785	9,226,454	2,458,078 47,742,961
FLOUR.	Barrels.	Value.	Barrels.	Value.	Barrels.	Value.
January Pebruary March April May June July Angust September October November	71,316 35,111 56,926 42,150 8,225 1,000 11,248 39,203 30,797 *71,350	\$ 255,465 132,445 226,435 170,092 34,392 4,750 51,621 176,289 138,606 310,472	\$5,761 \$5,245 \$1,508 19,628 78,620 50,801 45,266 82,647 50,723 15,000 150,109	\$ 321.938 213,047 296,032 76,111 250,851 154,438 135,769 230,588 202,892 56,250 600,436	85,913 132,982 196,208 68,345 244,705 185,836 51,904 31,941 164,236 158,542 106,117	\$ 316,234 516,46 662,166 244,44 916,093 695,361 126,399 606,627 591,563 396,701
Totals	365,726	\$1.580,495	684,648	\$2,548,382	1,421,629	\$5,257,84
LUMBER,	Feet.	Value.	Feet.	Value.	Feet.	Value.
January February March April May June July August September October November December	2,037,862 11,903,146 6,133,214 9,341,897 5,073,262 6,884,955 13,945,367 5,368,627 9,670,833 8,387,247 7,206,000	\$ 22,633 169,204 80,164 104,245 52,945 81,454 137,181 61,746 107,035 89,533 75,663	7,650,856 6,530,561 13,375,863 13,336,182 5,971,837 14,204,115 11,143,190 4,655,739 2,037,421 6,332,552	\$ 142,995, 98,940, 87,430, 223,862, 152,346, 60,662, 182,690, 145,192, 26,633, 70,714, 45,561	3,373,682 3,913,092 6,976,909 10,077,796 7,633,324 12,651,968 4,677,764 12,463,887 4,522,061 13,726,288 6,128,494	\$ 47,200 - 69,122 - 105,88 - 150,93 - 117,36 - 212,31 - 65,47 - 193,12 - 70,81 - 204,10 - 95,39
Totals	55,952,510	\$ 971,913	100,686,324	\$1,284,202	86,255,245	\$1.221.74

*Lunt	linif	of	month	estimate

EXPORTS	FROM	PORTLAND	(COASTWISE).
40		10	

WHEAT.	19	09.	1.9	08.	19	07.
	Bushels.	Value.	Bushels.	Value.	Bushels.	Value.
January February March April May June July August September October November December	240,305 188,236 149,936 175,756	\$ 188,787 601,379 681,620 612,186 285,366 225,883 187,528 186,431 885,747 542,528	154,820 247,963 450,880 558,826	\$ 188,160 112,390 131,597 211,969 383,238 475,002 257,182 136,896 236,061 230,934 188,761 289,116	29,977 53,166 33,094 84,427 273,017 72,562 62,792 74,730 124,284 167,710 174,508	\$ 29.583 29.543 24.500 63.476 172.476 54.476 64.476 67.300 64.104 105.642 142.562 142.563
Totals	4.285,952	\$4,512,530	3,441,592	\$2,992,898	1,196,682	\$ 944,169
FLOUR.	Barrels.	Value.	Barrels.	Value.	Barrels.	Value.
January February March April May June July August September October November December	16,967 19,015 29,219 25,871 34,842 47,025 21,247 1,243 7,496 14,426 18,854	\$ 72,110 104,582 146,095 142,290 191,631 283,150 27,482 70,951 39,353 69,353 69,926 89,718	30,036	\$ 95,061 94,498 105,042 79,042 79,042 71,383 112,218 78,264 51,782 80,669 86,483 127,525 100,951	7,664 14,576 7,311 9,655 10,036 14,134 16,772 19,501 12,739 24,030 23,474	\$ 30,656 58,304 28,244 38,620 40,144 56,536 67,088 42,004 57,562 54,141 102,340 99,764
Totals	262,148	\$1,435,533	253,604	\$1,083,814	164,486	\$ 674,408
LUMBER.	Feet.	Value.	Feet.	_ Value.	Feet,	Value.
January February March April May June July August September October November December	9,700,000 8,177,000 12,180,000 6,239,200 8,764,000 8,444,000 8,620,000 9,255,000 8,414,000 7,556,500 *4,875,000	\$ 126,100 104,582 152,250 77,990 109,550 42,812 108,472 112,060 120,215 109,382 86,900 72,130	8,149,450 4,409,009 2,640,000 6,840,224 5,875,000 5,402,000 6,275,000 4,972,000 8,060,909 3,420,000 4,435,000	\$ 73,792 52,908 31,689 82,083 70,000 64,836 64,500 48,880 64,626 104,780 44,460 57,655	2,965,000 5,027,000 4,500,000	\$ 137,134 292,245 297,900 124,680 98,640 141,618 44,475 75,495 78,500 126,815 97,048 61,440
Totals	95,549,700	\$1,228,588	61,338,674	\$ 760,711	89,617,732	\$1,373,890

peara	nce	in the	export	t grain	trade	wit-
пекво	at D	strikin	g incre	ase in	the nu	mher
and s	ire	of the	vessels	In the	erain	trade
comp	nred	with	those o	of the	Manada	A 48 41 A
CO CONTRACT	107.7		9 fleet.	AR CARES	RECHTE	449.5

200	Total and their cargos	S Mcto	2325	TOHOW	я
	Vessels.		TU	Vheat.	
1	Prince Amages	********			
6	Prince Amages		-	84	ā
	Cockermouth			72	
	Hannah Landles			TS	31
R#	Star of the Seas			7.0	
2	Victoria Cross				
2	Valley Forge		3233	87	
	St. Louis			- RR	
	Samaritan Tabor			67	ä
-	Tabor			65	ä
1	Average per ship	*****		T3	á
					м

The 10 years following witnessed the expenditure of considerable money on the Columbia River by both Portland and the Federal Government. The effect of the Federal Government. The effect of this work is shown in the cargoes car-ried by the 10 largest vessels of the grain fleet of 1889, as follows:

Vessels.	Whear, by
C. S. Bement	104.76
Scottish Glens	T16,74
V. SESTERILLE SE	14 Miles 22 V
Metropolis	,102,85
M. E. Watson	35,38
Clan McPherson	02,00
Milton Park	90.12
MOUNDY CHARLES	80.06
Earl Dunraven	77.41
Earl Dunraven Average per ship	95.35

Ten years ago the work of the Port of Portland had reached a point where the largest sailing ships affoat could en-ter and leave Portland without lightering. ter and leave Portland without lightering. The "big ten" for that year and their

cargoes	were	22	follows			
Vessel: Reval F Balascre Achnash Balmora Bermuda	orth le				14	2.02 32.82 17.19 10.55
	re per	irie	p		13	18,00 3,12 14,78 13,83
23.754.05.25	n. 436 m.	-		44		. 2. 4

ried by tramp steamers. The 19 largest

PART BUILDS	34.1	10.5	14450	23	72.16	1000	<b>25</b> (4)								
Vensel											v	E 11	001	acts.	Pri-
Earl of	Do	ugli	A DE	500		33	æ	200						000	201
Janeta						201		83	50		98	33	97	593	550
Utgard	100	320			2023	90	200		53	88	13	33	S.	200	82
Walkure	1000					233	86				•	-	100	NO. 10. 17	530
Nederiar	242				77.	2.5	22	33			58		100	200	100
Paretton.	***		-		500	150		80	89	30	69	9.9		22.50	1999
Furitan Taunton		***	***	5255	***		**		90.0	-	10	90	3	DUNG	333
Titania	i liber													2943	
Titania				100	* * *		× 9	+:			22			100	.TH
Katanga						46				30		200	=	185	æ
Habe .	2.50	500)				G <sub>1</sub>	90		-			1.		147	44
Avera,	ge-	per	- nl	1113	100	-	-	2	200				100	201	-

From these figures it will be noticed that despite the steadily increasing size of the vessels, the gain over the previous 10 years is greater than that which pre-

10 years is greater than that which preceded it. For example, the greatest gain
in any previous decade was that of 1899,
when the average of the 16 big cargoes
was 48,112 busheis greater than those
of 1899, while the "big ten." In the year
just closed, showed average cargoes 57,382
busheis greater than those of 1899.

These figures, covering the entire existence of Portland's foreign grain trade,
show, in the clearest possible manner, the
remarkable change that has been made in
Portland's highway to the sea. The export lumber trade of the port is of very
recent date, but in little more than a decade it has reached proportions that give
Portland the distinction of shipping more
big cargoes than are floated at any other big cargoes than are floated at any other port in the world. Details of these ship-ments will be found elsewhere in this paper. To show that the lumber carriers not outclassed in size by the of the grain fleet, the names of the ves-

of Portland in 1909, with a carried, is herewith given:	mount of cargo
Vessels.	Lumber, feet,
Bessie Dollar	2 719 490
Clan McFarlane	2 620 600
Sella	ALTERNATION OF THE PARTY AND ADDRESS OF THE PA
CHILDRICH INCOME	1
Cancinger	25,500,000
CHESTIAN POTE	2 400 000
ALTHOUGH CALLES CO. C.	**** TO THE PARTY OF THE PARTY
Einzel Dollar	2 100 530
CHARLIE	7 61.52 0.00
Cape Finesterre	2.392 000

# TONNAGE ENTERED AND CLEARED AT PORTLAND.

	190	99.	196	8.	19	97.	19	96.
MONTHS	Entered Tons.	Cleared Tons.	Entered Tons.	Cleared Tons.	Entered Tons.	Cleared Tons.	Entered Tona	Cleared Tona
January February February February March April May June July August September October November December	68,655 55,498 74,969 55,512 51,087 62,734 54,462 85,735 90,284 83,735 90,284 83,710 486,066	. 71,687 56,803 71,793 59,512 56,318 51,067 63,718 62,995 66,569 99,470 95,770	\$6,156 74,823 82,516 62,000 62,805 78,323 60,358 73,329 94,198 77,977 71,523 76,088	97.898 85.057 66.875 82.212 84.997 61.916 69.178 63.491 79.918 95.653 85.770 68.999	*62,250 71,864 57,106 65,391 57,025 56,852 73,476 62,055 73,926 100,459 89,326	*61,719 61,346 75,390 70,849 68,045 58,642 65,189 67,828 71,863 80,896 85,902	46,827 50,027 49,244 34,713 51,785 50,127 57,696 43,995 52,468 81,539 60,200 63,409	79,812 54,842 56,291 48,169 36,673 36,696 56,113 56,570 42,325 44,368 79,025 70,602
Totals	860,960	849,777	907.108	042 074	240 042	921 469	A 14 A 15	

"Ice blockade in river for ten days.

Throughout the year there was an abundance of sail grain tonnage available at union rates of 27s 6d, and the supply was so far in excess of the demand that in December the rate was suspended, and tonnage was a drug on the market at much lower figures. Steam grain rates were slightly higher, but at no time during the year was there anything like a scarcity of tonnage.

The improved channel in the river and the lopping off of many port charges have made Portland a very attractive port for steamers, and at all times during the season it was possible to chafter to steam tonnage on even terms with Puget Sound, which in the past has enjoyed a differential.

# City Is to Pave 100 Miles

Present Hard Surface Area Will Be

pensive gravel and macadam. This is as it should be, for from the time of the unclent Romans to the present day the engineering profession has experimented with crushed rock as a pavement and has

PORTLAND IS SOLVING PROBLEM OF

iness section, well equipped with lowgrade streets from fraight stations to

More Than Doubled in 1910.

James W. Morris. City Engineer.

ORTLAND has come to a realization of its need for good streets. It has repudlated the low-priced but exsive gravel and macadam. This is

iness section, well equipped with lowgrade streets from fraight stations to being prepared for the Broadway much needed relief for the southeastern district. Hawthorne avenue is a spiendistrict. Hawthorn from such undulating areas as Pitts- open for boats. yet to build one road which will remain in good surface for any appreciable length of time. We have now projected for the complex year 108 miles of hard-average.

A summary of widths of highways at the present time and when these bridges street, providing a 73-foot total width are all built is as follows:

Highways, Carways, Sidewalks, Now Year 108 miles of hard-average.

Hawthorne-Avenue Bridge, Which Will Be Completed Early Next Summer, and Broadway and Rail-road Spans, Soon to Be Erected, Will Increase Facilities More Than Twofold. DORTLAND is a city with remarkable natural advantages of location. As is usually the case, natural advantages, and the ingregation of pature that fix responsibilities in proportion to opportunities, lay on the city a tax for this possession.

Portland has her extensive practically level area well adapted for a buscally level area well adapted for a buster is more likely to choose the shorter mer.

iness section, well equipped with low- and more direct routes. Plans are now This will provide immediate and

TRAFFIC ACROSS WILLAMETTE RIVER

coming year 100 miles of hard-surface a level area large enough for the busi- and for a double-track rallway on a ness district of the city Portland will separate deck. It is thus to be the Our earliest pavements were made of become in the next 100 years.

bridge of greatest capacity on the rivblank, which, in those times, could be Equally remarkable is her river sit
Equally remarkable is her river sitplank, which, in those times, could be Equally remarkable is her river sit- er, providing for as much traffic as cut almost on the site of the street. Next uation. The Willamette is a wide riv- both the S. P. & S. Bridge, near St. followed the macadam and gravel and, er, it is a deep river, it is one of the John, and the proposed Broadway

Williamette. Strangers coming from other cities of local reputation as inged spans—one on each side the hinged is longer between high," can best appreciate the magnificence of Portland's hills, and those traffic, and each rotates upward to be \$450,000.

A summary of widths of highways at

which, in those times, could be most on the site of the street. Next	Equally remarkable is her river sit- uation. The Willamette is a wide riv-	er, providing for as much traffic as both the S. P. & S. Bridge near St.	Morrison-street bridge

## CLASSIFIED PERMITS SHOW OUTLAY FOR NEW BUILDINGS IN PORTLAND DURING 1909.

Statistics prepared from the records of City Building Inspector Dobson show in interesting detail the number of building permits issued during 1969 and the expenditure for the various classes of structures. The total building expenditure was \$13,652,555, as compared with \$10,505,151 for 1968, an increase of \$3.057.404. The growth of the business section is shown by the issuance of 120 permits for Class A. B and C structures that cost \$4,937,225, and of 58 permits for reinforced concrete structures, costing \$1,271,520. Two thousand, three hundred and eighty-eight dwellings were built, all but 194 on the East Side. For these \$5,100.720 was expended: In compiling these figures the Building Inspector's estimate for the latter part of December was taken. The table follows:

MONTH.	Repairs.		Sheds and Barns.		Dwellings, East Side,		Dwellings, West Side.		Buildings, Class A. B. C.		Reinforced Concrete.		Frame Busi- uess Blocks,		Excava-		Totals.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No:	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
January February March March April May June July August September October November December	53 72 115 114 95 146 168 179 158 119 120	\$ 29,415 41,900 68,875 61,640, 59,320 65,035 56,595 60,030 61,775 50,940 53,550	21 64 64 65 64 65 64 65 64 65 64 64 64 64 64 64 64 64 64 64 64 64 64	\$ 22,250 23,165 22,600 34,755 9,455 14,040 16,300 10,565 20,600 48,705 15,000	76 159 222 244 156 266 189 227 202 156	\$ 138,300 807,375 438,460 502,850 856,575 402,400 547,705 404,150 466,775 434,255 306,875 300,000	5 10 14 25 12 31 19 19	\$ 13,800 21,050 23,100 46,650 84,700 102,500 53,660 114,900 44,800 70,250 28,800 50,000	5 14 10 15 5 9 127 6 10 10 10 10 10 10 10 10 10 10 10 10 10	\$ 120,000 393,950 208,025 710,300 356,800 119,000 397,000 354,000 582,450 614,000 1,000,000	146228694868	\$ 54,000 455,350 25,600 74,209 10,150 80,800 47,320 22,000 14,000 323,600 50,000	9 15 28 28 30 13 14 23 27 5	\$ 47,950 70,050 72,475 216,800 262,000 42,800 70,800 127,750 93,700 195,500 50,000	6 4 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$ 5,900 6,700 16,250 4,090 3,200 7,725 12,200 2,950 4,200 6,000 1,000 3,000	505 400 406 473 509 464 259	\$ 431,415 1,329,540 885,385 1,651,195 1,142,400 865,300 911,570 996,345 1,288,300 1,707,675 835,430 1,518,000
Totals	1434	\$659,075	565	\$220,565	2194	\$4,436,770	194	\$663,950	120	\$1,937,225	5.8	\$1,271,520	198	\$1,300,325	48	\$73,125	1801	\$13,562,555

being asphalt pavement covering Morri- such mighty names, son, Washington and Third streets. Only yard of hard-surface pavement east of the Williamette River. Today, with a city covering an area of 51 square miles. we have 1500 miles of streets, 61 miles surface pavement, six miles on the west side and 11 miles on the cast side of the

The present administration has brought about a reduction (1971) cost of paving to the extent of about 12 per cent. The significance of this statement is not realized at a casual glance, but is when one stops to consider that for the 100 miles of hard-surface pavement projected for the year 1910, this will effect a saving of \$35 to each of 16,000 lots affected and

the total saving to the property holders will be seen to rise above \$500,000.

And this is not yet the end. Resoluday for more hard surface, and it is hard to forefell what the total mileage hard to fovefell what the total mileage will be by the time Spring opens up and the work begins. Unfortnuately for our beautiful city, the Winters are not adapted to the carrying on of street improvements and we must "make hay while the sun shines." which, I regret to say, is for just one-half of the year. The hard-surface pavements laid during 1916 will be limited only by the capacity of the contractors plants. Every possible detail. contractors' plants. Every possible detail is being carefully arranged so that when the good weather bell taps in the Spring the improvements will start off with a

The original recorded plat contained approximately 290 acres and gave 1612 miles of streets to the public, being about equally divided between north and south and east and west streets. The north and south and south streets were dedicated 50 feet in width, except Front, First and Second streets, which were 60 feet wide; all east and west streets were 60 feet in width. and all practically remain as originally platted, with the exception of Second street, which has since been widened to 70 feet as far south as Madison street. The making of the north and south streets the widest indicates that the exinto business thoroughfares, but subsequent years and growth beyond exped

brought about the natural spreading of business toward the west. The value of a tract of ground for business purposes is governed by the number of people that pass the site. The bulk of city trade in the early days came in from the prairies beyond the western hills, from Tualatin plains and other parts of Washington County. Morrison and Washington streets were the main avenues of travel between the country and the city, and this acted as an impetus toward business growth along those streets. In later years that portion of the city between the business section and the hills on the west became the most thickly settled residence district. The east and west streets have followed up the advantage of the section of tage they acquired in the early days

This is particularly unfortunate in view of the narrowness of our east and west streets, and the time must come—in fact, it is upon us-when some provision my to is upon us—when some provision must, be made for relieving the congestion in the Traffic carried on in an easterly and westerly direction. This is a serious undertaking, as it will necessitate the slicing off of many costly buildings, the best of which have been built in the past few years. The sewers are being well taken care

of and occasion no uneasiness. One of the first acts of the incoming administra-tion was to clean up the muddle of the Brooklyn sewer. This piece of work represents an expenditure of over one-quarter of a million dollars. It has now been accepted by the city and plans are quarter of a million dollars. It has now been accepted by the city and plans are being filed for the faterals for this great district, comprising four square miles. By February 1 the entire district will be ready for the contractors. The next im-portant trunk sewer to be built will be the Sullivan Gulch sewer and will drain a territory eight or nine square miles. The field work has been completed and plans are being drawn up in the office preparatory to the construction of the

to a small extent, the "Nichelson" wood preat rivers of this country. Compare Bridge. This bridge is to have a telepavement. In 1895 there were approxitively nine miles of hard-surface pavements, four miles of which were stoneblock roadway on streets near the river discharge, and you will be surprised at above high water, to permit the pass-and parallel with it; the other five miles the dwindling of those streams with age of the smaller river traffic without

five years ago there was not one square sider: While the principal business dis- masted vessels the entire span, both irict, the principal hotels, theaters, and lower and upper decks, will be lifted municipal buildings, with a very sub- clear above the highest musts. The stantial and densely populated resi- plans for this bridge have been under dence district, are and always will be way for some time, and the coming year of which are covered by hard-surface west of the river, the larger part of may see the bridge completed. pavement. During the past year there the resident population is, and ever will present O. R. & N. Bridge, called of old have been completed 17 miles of hard- be in increasing proportion, on the east the "Steel Bridge," provides a doubleside of the river. This seems natural track rallway and an overhead road-to Portlanders, but its uniqueness, way, and is 23 feet clear above low wasize of the Willamette, is considered, is all bridge traffic must be stopped for apparent by looking at other cities, almost every tug. It is understood This is what makes Portland's bridge that this new bridge will cost about problem a large one—the size of the \$1,300,000. river, the proportion of the population

in any way interfering with the high-Here is another unusual thing to con- way traffic on the upper deck. For where a river even approaching the ter. As it has an ordinary swing span,

The Burnside-street bridge, providacross the river. Omit New York as ing a 50-foot roadway for streetcars,

# PORTLAND POSTAL RECEIPTS FOR 1909, \$778,552.

Business activity and growth in population increase in stamp sales of the Portland postoffice. During 1909 postal receipts of the local office showed a gain of nearly \$100,000, the total business amounting to \$778,552,11 Every month brought added business over the corresponding month of 1908, with the exception of Januar when there was a decrease of \$1,039.51. The largest gain was in November, which made an advance of \$15,128.66, amounting to 29.07 per cent. December, 1908, was a phenomenal month, the receipts reaching \$78,282.51. In the following table the figures for December, 1909, are estimated, a gain of 10 per cent being allowed, but it is probable the real total will run higher.

MONTH.  January February March. April May June July August September October November December	\$ 58,952.27 50,443.39 55,001.47 57,905.24 55,086.87 54,640.46 57,121.49 57,494.20 57,494.20 57,809.12 52,042.58	1909. \$ 57,912.76 58,276.57 62,013.86 61,287.97 63,570.47 65,006.94 64,769.81 60,815.62 66,870.91 67,171,24 83,171.24	Increase. \$ 1.039.51 7.833.18 7.012.39 2.382.13 8.483.80 10.366.48 9.648.32 7.321.32 12.910.79 9.061.73 15.128.66 7.628.20	
Totals	\$680,813.96	\$778,552,11	\$07,708.15	

being beyond comparison with any vehicles and pedestrians. It has a swing American city, and you will hardly find span, giving two channels, each 15; a city in this country with comparable conditions. To be sure, Chicago has a river and a multitude of bridges across It; but comparably it is an insignificant creek which could flow down Sullivan's Guich and hardly discommode the railroad track. New Orleans has the Mississippi to the east, south and west, but City, Omaha and St. Joseph all are on with perhaps a small residence district across, a negligible proportion of their East St. Louis, slightly larger, has not 5 per cent of the population of St. Louis. Pittsburg keeps the greater part of her population on one side of the Monongahela, and Harrisburg is content to straggle along one side the Louisville.

So Portland's bridge problem is unique, and this is the way it has been met. When the bridges now under construction and contemplated imme diate construction are finished, there Willamette within the city limits:

Bridge, near St. John, providing for double-track railway service. As provision for river traffic, this bridge has a large swing span of usual type. The structure is large and heavy, and when

feet wide, and is at a clear height of

42 feet above low water. Excepting

the Steel bridge, so soon to be re-

moved, this is the oldest bridge now

on the river. It was built in 1892, and cost about \$269,000.

The Morrison-street bridge, providing for same traffic as the Burnside, but with a total width of 54 feet and a clear height above low water of 34 feet. This excellent structure was built in 1904, and cost the city about \$450,000. It has a swing span of usual type. An engineer conversant with the design and construction of many swing spans recently stated he never had seen a span which operated more evenly and amoothly, was opened more readily or was more sensitive to control than the swing span of this bridge. The whole swing span of this bridge. The whole bridge, if properly painted and kept in repair, will do service for many years to come. It is called on to carry an enormous and continuous traffic, sit-uated as it is on the principal high-way from the West Side. The Hawthorne-avenue bridge, with a total width of 65 feet, provides for

a total width of 65 feet, provides for both wide and narrow-gauge street-cars and for vehicular and pedestrian traffic. The roadways are so arranged as to separate the various traffic so that streetcars will be able to run at full speed without danger. It will be at a large swing span of usual type. The alarge swing span of usual type. The extructure is large and heavy, and when fevelopment down the river bequires it, to pass below. To provide for larger to pass of each side, at no excessive ing one wide channel for the river. structure is large and heavy, and when development down the river requires it, roadways for vehicular traffic could be provided on cantilevers outside the trusses on each side, at no excessive cost and without serious inconvenience to the railway traffic. It is probable to the railway traffic. It is probable to the railway traffic. It is probable to the railway traffic, it is probable to the railway traffic. It is probable to the railway traffic in the design, but no information on the subject is available.

The proposed Broadway Bridge, near the Union Depot, about four blocks from the present Steel Bridge, will pro-

Morrison-street bridge
Burnstde-street bridge
O. R. & N. bridge
Broadway bridge
75 Superficial Area Between Harbor Lines. 297,215 NOW, Pedes-Streetcars. Wagons, trians. 23 THEN. Tedex-Streetcars Wagons trians.

Morrison-street bridge 2 2 8
Burnside-street bridge 2 1 8
O. R. & N. bridge 2 2 8
Brandway bridge 2 2 8
Totals But of particular interest for the new year is a comparison of what is avail-

able now with what will probably be available a year from now. The Haw-thorne bridge will be long finished and in use and the new O. R. & N. bridge will be so nearly finished that it may be counted in, for an exceptional season might finish it. It is not expected that the Broadway bridge will be ready for traffic till a considerably later date. traffic till a considerably later date. Omitting this from our calculations, we will have:

Total Width of Bridges Traffic Moving Fully Abreast. January 1, 1910 Streetcars, Wagons triand,
January 1, 1911 6 7 22

There remains

There remains but one more step to expedite the travel over the bridges, and that is the one that Mayor Simon has been advocating and working so earnestly for in the past several months. There must be times set morning and evening when the street traffic has the right of way and the draws remain closed. This method is in vogue in some cities, and is only a recognition of the democratic principle of the great-est good for the greatest number. And the modest period asked for cannot work serious harm to the shipping when it has once been established and is understood. If the schedule asked by Mayor Simon is not speedly granted by the War Department, it is high time and advise their Congressmen and Sen-ators and their Washington influences that this is a crying need, a public de-mand that must be heard.

And the next logical step will be either a tunnel for the sole use of streetcars or else a high bridge for

the sole use of streetcars. For sole use, because in either case the maxi-mum speed could be maintained, fixed only by the power capacity of the cars, and long, steep grades, needed for either case, which would make team traffic impracticable, could be used. Such a high bridge, giving ample clearance at all times, high above all ships, could probably be built for less money than probably be built for less money than a tunnel, and if the growth of the city on the East Side continues toward St. John would naturally be located taking off the eastern bluffs somewhere near Swan Island.

A tunnel would naturally turn the other way, beginning at some point like Third, and Washington, thence

ike Third and Washington, thence running upstream to make the descending grade, till perhaps above Madison street, where the river shallows to about 36 feet, then sweeping across under the river, with its roof just below this 30-foot channel depth, in an easy curve, and climbing again downstream direction on the East Side. This would give straight tracks with few curves