

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. WITH the heaviest coastwise traffic ever handled out of Portland 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 slightly 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 rail and heavy home demand taking up most of the early offerings of the 1909 crop.

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

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

Table with columns: WHEAT, 1909, 1908, 1907. Sub-columns: Bushels, Value. Rows: January, February, March, April, May, June, July, August, September, October, November, December, Totals.

Table with columns: FLOUR, 1909, 1908, 1907. Sub-columns: Barrels, Value, Barrels, Value, Barrels, Value. Rows: January, February, March, April, May, June, July, August, September, October, November, December, Totals.

Table with columns: LUMBER, 1909, 1908, 1907. Sub-columns: Feet, Value, Feet, Value, Feet, Value. Rows: January, February, March, April, May, June, July, August, September, October, November, December, Totals.

EXPORTS FROM PORTLAND (COASTWISE).

Table with columns: WHEAT, 1909, 1908, 1907. Sub-columns: Bushels, Value, Bushels, Value, Bushels, Value. Rows: January, February, March, April, May, June, July, August, September, October, November, December, Totals.

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pearance in the export grain trade witnessed a striking increase in the number and size of the vessels in the grain trade compared with those of the decade earlier. Of the 127 feet, the 10 largest carriers and their cargoes were as follows:

Table listing ship names, destinations, and cargo details for the 10 largest grain carriers.

Ten years ago the work of the Port of Portland had reached a point where the largest sailing ships afloat could enter and leave Portland without lighting. The "big ton" for that year and their cargoes were as follows:

Table listing ship names, destinations, and cargo details for the 10 largest lumber carriers.

Table with columns: MONTHS, 1909, 1908, 1907. Sub-columns: Entered Tons, Cleared Tons, Entered Tons, Cleared Tons, Entered Tons, Cleared Tons. Rows: January, February, March, April, May, June, July, August, September, October, November, December, Totals.

Throughout the year there was an abundance of salt grain tonnage available at the rates of 27c and the supply was so far in excess of the demand that in December the rate was suspended, and tonnage was a drag on the market. The market was low, Steam grain rates were slightly higher, but at no time during the year was there anything like a scarcity of tonnage.

City Is to Pave 100 Miles

By James W. Morris, City Engineer. PORTLAND has come to a realization of its need for good streets. It has repudiated the low-priced but expensive gravel and macadam. This is as it should be, for from the time of the ancient Romans to the present day the engineering profession has experimented with crushed rock as a pavement and has yet to build one road which will remain in good surface for any appreciable length of time. We have now projected for the year 1909 miles of hard-surface pavement.

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 1909 and the expenditure for the various classes of structures. The total building expenditure was \$13,652,355, as compared with \$10,600,131 for 1908, an increase of \$3,052,224.

Table with columns: MONTH, Repairs, Sheds and Barns, Dwellings, East Side, Dwellings, West Side, Buildings, Class A, B, C, Reinforced Concrete, Frame Buildings, Excavations, Totals. Rows: January, February, March, April, May, June, July, August, September, October, November, December, Totals.

to a small extent, the "Nicholson" wood pavement. In 1896 there were approximately nine miles of hard-surface pavements, four miles of which were stone-block roadway on streets, 41 miles and parallel with it; the other five miles being asphalt pavement covering Morrison, Washington and Third streets. Only five years ago there was not one square yard of hard-surface pavement east of the Willamette River. Today, with a city covering an area of 51 square miles, we have 1500 miles of streets, 61 miles of which are covered by hard-surface pavement. During the past year there have been completed 17 miles of hard-surface pavement, six miles on the west side and 11 miles on the east side of the river.

The present administration has brought about a reduction in the cost of paving to the extent of about 50 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 1909, a gain of 10 per cent being allowed, that of 35 to each of 15,000 lots affected and the total saving to the property holders will be seen to be about \$500,000.

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 preceded it. For example, the greatest gain in any previous decade was that of 1899, when the average of the 10 big carriers was 48,113 bushels greater than those just closed, showed an average of 57,382 bushels greater than those of 1899.

These figures, covering the entire export 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 of grain trade of the port is of very recent date, and in little more than a decade it has reached proportions that give Portland the distinction of shipping more grain cargoes than are floated at any other port in the world. Details of the shipments will be found elsewhere in this paper. To show that the lumber carriers are not outclassed in size by the vessels of the grain fleet, the names of the vessels carrying the 10 largest cargoes out of Portland in 1909, with amount of cargo carried, is herewith given:

Table listing ship names, destinations, and cargo details for the 10 largest lumber carriers.

The year just closed witnessed an unusually low rate in the foreign trade. The sewers are being well taken care of and occasion no uneasiness. One of the first things the incoming administration was to clean up the middle of the Brooklyn sewer. This piece of work represented an expenditure of over one quarter of a million dollars. It has now been accepted by the city and plans are being filed for the lateral for this great trunk sewer on each side. At no excessive cost and without serious inconvenience to the railway traffic. It is probable that such arrangement was considered in the design, but no information on the subject is available.

PORTLAND IS SOLVING PROBLEM OF TRAFFIC ACROSS WILLAMETTE RIVER

Hawthorne-Avenue Bridge, Which Will Be Completed Early Next Summer, and Broadway and Railroad Spans, Soon to Be Erected, Will Increase Facilities More Than Twofold.

By E. E. Howard. PORTLAND is a city with remarkable natural advantages of location. As is usually the case, natural advantages must be developed to make them actual advantages, and the laws of nature that fix responsibilities in proportion to opportunities, lay on the city a tax for this possession. Portland has heretofore been practically level area well adapted for a business section, well equipped with low-grade streets from freight stations to warehouses, from warehouses to retailers and yet she has her hills and her river. Surely many cities have rivers and many cities have hills, but their hills are usually insignificant compared to Portland Heights, and their rivers are not comparable to the Willamette. Strangers coming from other cities of local reputation as "high," can best appreciate the magnitude of Portland's hills, and those of the engineering profession has experimented with crushed rock as a pavement and has yet to build one road which will remain in good surface for any appreciable length of time.

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dropped as soon as the boat was advanced say 10 feet to clear it. Work on the foundations of this bridge has been under way for some months, and but for the recent unexpected increase in the river, the piers would be finished now. The approaches are practically completed and a portion of the steel of the superstructure has been delivered. It is stated by those in charge that the structure will be ready for traffic early next summer.

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Table with columns: NOW, THEN. Rows: Morrison-street bridge, Burnside-street bridge, Steel bridge, Hawthorne-avenue bridge.

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