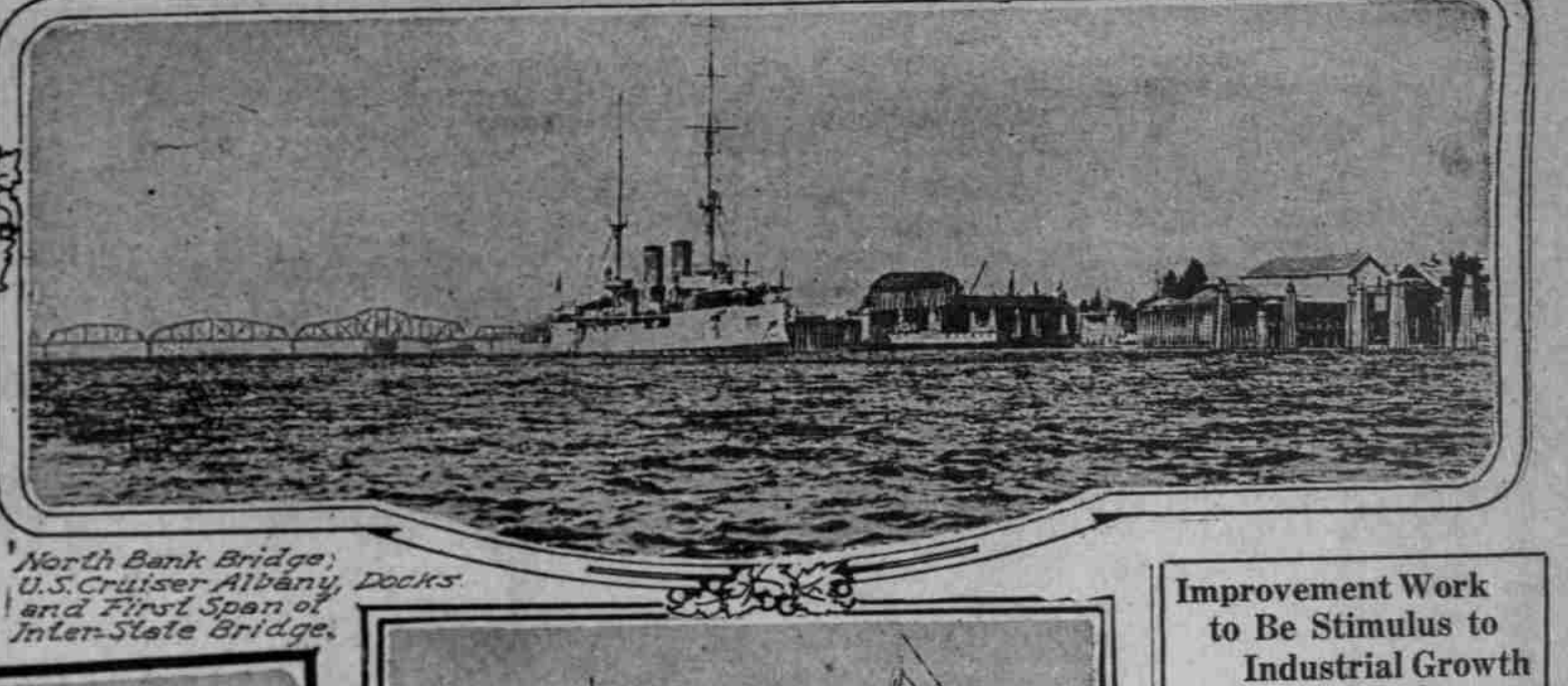
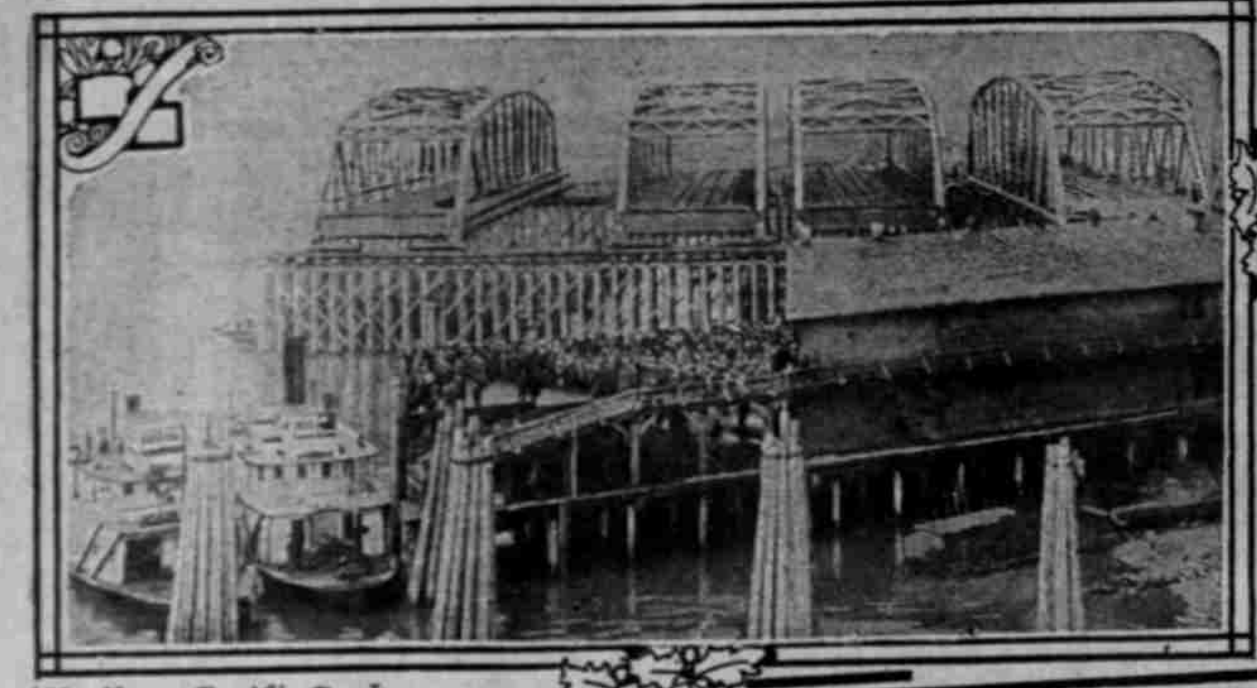


# Vancouver Plans for Better Harbor and Shipping Facilities



Northern Pacific Dock and Assembling Dock for Western Bridge Spans

## Channel 22 Feet Deep Is Result of Past Year's Work

Two Jetties Built Below Railroad Bridge—Part of Vancouver Expends More Than \$25,000 in Improving Harbor.

VANCOUVER, Wash., Dec. 31.—(Special.)—Never before in the 37 years history of the city of Vancouver have prospects for a deep-water harbor been so promising, and nearly accomplished. It has only been during the last few years that residents of the city, and men interested here in a business way, have realized the possibilities of a big harbor in this city.



At this session of Congress a request will be made for a survey and investigation for a 25-foot channel to the mouth of the Willamette River. Of course, from that point to the ocean the Port of Portland keeps a deep channel. In the report of the engineers who make this investigation and survey, it is contemplated to have embodied the recommendation of building a high jetty from the head of Hayden Island to the mainland, to shut off entirely water that now flows down Columbia Slough.



Wheat can be handled here now for 1 and 2 cents a bushel cheaper than by sending it to Portland, to be hauled back 14 miles on the river on its way to the ocean to the markets of the world. This is made possible by the opening of the Columbia River from the Pacific Ocean to points above the Cello locks, which were completed in May. The lighter draft boats are able to bring down the wheat to this port, and it can be loaded here on big ocean-going vessels much cheaper than the railroads can haul it down.

## Improvement Work to Be Stimulus to Industrial Growth

Railroad Spurs, Connecting Six Miles of Waterfront, Planned to Provide Cheaper and More Attractive Factory Sites.

River Interstate bridge, rapidly approaching completion, will do much to bring prosperity to Vancouver. It is expected that the bridge will be ready for traffic not later than October, 1916, and it is expected that the cost of reaching Portland on streetcars will be reduced to 10 cents.

With a big bridge like this between two cities, and automobile trucks to handle freight there is a great future for manufacturers to produce their goods here, where factory sites are cheap and cost of operation low, to ship their products to Portland for consumption and reshipment. Vancouver enjoys the same terminal rates as does Portland, which is a big advantage in shipping.

## Plans Under Way to Make Portland Great Seaport

Business Interests to Unite in Obtaining Sufficient Traffic for Large Steamship Lines—Greater Portion of Transcontinental Freight Sought—City's Trade Zone Big.

BY W. D. R. Dodson, Secretary Bureau of Trade and Commerce, Portland Chamber of Commerce.

A BUSINESS of the normal and proper amount of shipping that a seaport of the size and prominence of Portland should have has been the subject of deep study for years by the leading workers in the upbuilding of this city.

what is known as the competitive territory of the Pacific Northwest, where the freight rates are equal between this city and Puget Sound, and into some sections where the rate is about equal to San Francisco, and get their due share of this trade.

After reaching the foregoing conclusions the managing committee of the Trade and Commerce Bureau of the Chamber of Commerce is making definite assurances to steamship interests that they will have the best opportunity here now that was ever known in the history of the port.

Through Freight Necessary.

Now that Portland is undertaking its development work, and in a very short period must meet a multitude of transportation needs, the demands for this line of investment are greater than for any other seaport of the Pacific.

Another and exceedingly important phase of the work that must be done by Portland is securing the control over the traffic to warrant the maintenance here of steamship lines to foreign countries in winning the transcontinental freight that is carried by the railways of the country to and from Pacific seaports. This problem is a serious one.

To the north of us the Hill interests for years controlled the railway situation absolutely. One of the transcontinental lines owned by Hill interests was devoted to the making of Seattle a great seaport, and the other Tacoma.

## Portland Is Leading Wholesale Center of Northwest

Geographical Conditions, Facilities for Transportation, Territories to Be Reached, Diversity of Resources and Possibilities for Foreign Markets Determining Factors.

BY JAY SMITH, Resident Manager Marshall-Wells Hardware Company.

IN discussing the subject of "Portland as the Wholesale Merchandising Center of the Northwest," I know of no better way to treat it than from a personal standpoint.

Portland's Advantages Supreme.

Many of our friends urged Seattle as the only place for us to locate and many were disappointed when we chose Portland instead. No one urged us to come to Puget Sound city!

At the time that we were considering our problem all surface indications pointed strongly to Puget Sound as the distributing center. Nearly every reference to the Pacific Northwest was coupled with the name of Seattle or Puget Sound and but little, if any, reference was made to Portland.

June 5, page 476, shows the acreage irrigated in 1908:

Washington (much of which is tributary to Puget Sound)	131,378
Oregon (all of which is tributary to Puget Sound)	68,129

## Portland's Trade Territory Is Largest and Richest



DISTRICT NO. 1 Portland's Trade Zone, Exclusive of Seattle and Spokane Competition.	
Area, square miles.....	154,152
Population.....	1,129,000
Wheat, bushels.....	12,375,000
Oats, bushels.....	7,600,000
Barley, bushels.....	2,500,000
Timber, feet.....	\$42,258,492,000
Wool, pounds.....	25,900,000
Hops, bales.....	129,000
Total brake horsepower in vicinity of land.....	2,129,000
Total brake horsepower in vicinity of Seattle.....	1,406,000
Arable lands tributary to Portland are about 19 times the area tributary to Seattle.	
Nearly 75 per cent of the livestock industry of the Northwest is centered in Portland.	

DISTRICT NO. 2 Seattle's Trade Zone, Exclusive of Portland and Spokane Competition.	
Area, square miles.....	24,215
Population.....	1,129,000
Wheat, bushels.....	225,228,456,000
Timber, feet.....	\$5,900,000
Hops, bales.....	\$5,900,000

Today Portland is in a position to expect much better treatment from the