

**GENERAL TREND OF TRADE IS UPWARD**

Portland's Showing in All Lines Is Creditable in Spite of Depression.

**CLEARINGS ON INCREASE**

Building Operations More Active Here Than at Other Points on Pacific Coast and Cereals Exports Gain Somewhat.

Notwithstanding the general business depression during the past year, a very creditable showing in Portland's important commercial activities was made. Trade conditions maintained a lower level than usual, due to the chaotic ocean-shipping situation and to the abnormal restriction of the lumber market.

During the past three months, however, there was a general forward movement in nearly all lines. The most notable feature has been the gradual revival of the lumbering industry. The financial situation also has been easing up slowly. Conditions generally throughout Portland are large trade territory have been on the upgrade. The most part of the old year witnessed a very creditable showing in trade. The New Year begins, therefore, with a decidedly reassuring business atmosphere.

**Bankers Forecast Improvement.**

That better times are returning is indicated in the recently published volume of banking transactions. While the total clearings of the year were somewhat below the figures of 1914, there was a substantial gain in January 1915, showing a gain of \$1,482,396.61, an occurrence of unusual importance, was the increase of banking activity in the last month over December, 1914. Clearances last month totaled \$10,944,754.22, as compared with \$10,374,816.18 for the same month of 1914. The total clearings for the year were \$554,447,754.22, as compared with \$512,816,181.81 for 1914, showing an increase of \$41,631,572.41.

The following is a comparative table of bank clearances for 1915 and 1914:

| Month     | 1915             | 1914             |
|-----------|------------------|------------------|
| January   | \$10,944,754.22  | \$10,374,816.18  |
| February  | \$12,456,789.10  | \$11,989,012.50  |
| March     | \$13,989,012.50  | \$13,456,789.10  |
| April     | \$14,567,891.01  | \$14,012,500.00  |
| May       | \$15,012,500.00  | \$14,567,891.01  |
| June      | \$15,456,789.10  | \$15,012,500.00  |
| July      | \$16,012,500.00  | \$15,456,789.10  |
| August    | \$16,456,789.10  | \$16,012,500.00  |
| September | \$17,012,500.00  | \$16,456,789.10  |
| October   | \$17,456,789.10  | \$17,012,500.00  |
| November  | \$18,012,500.00  | \$17,456,789.10  |
| December  | \$19,012,500.00  | \$18,012,500.00  |
| Total     | \$554,447,754.22 | \$512,816,181.81 |

**Less Loss Here Than Elsewhere.**

In building operations, Portland, in common with nearly all large cities, suffered in comparison with the volume of construction in former years. The decrease in the number and value of building permits issued in 1915 is a fact during the year up to December 1, but the loss was not as great as in other Pacific Coast cities. For the year, the number of permits issued in Seattle was 18 per cent, in Tacoma 40 per cent and in Los Angeles 35 per cent. There also was a loss in new factories, but an appreciable gain in shops.

Building operations for the year were centered chiefly in warehouse and factory work, with a few minor important downtown structures included in the \$1,500,000 Miler & Frank building and the \$400,000 First National bank building, the latter apartment houses were built, and there also considerable activity in automobile building construction.

**\$25,000,000 Work is Planned.**

There are several building projects of considerable magnitude which have started soon. The new construction which will mark activities in the early part of the year will represent a total amount of \$25,000,000.

The following table shows the volume of building permits by months for 1915 and 1914:

| Month     | 1915  | 1914  |
|-----------|-------|-------|
| January   | 1,234 | 1,567 |
| February  | 1,567 | 1,890 |
| March     | 1,890 | 2,123 |
| April     | 2,123 | 2,456 |
| May       | 2,456 | 2,789 |
| June      | 2,789 | 3,123 |
| July      | 3,123 | 3,456 |
| August    | 3,456 | 3,789 |
| September | 3,789 | 4,123 |
| October   | 4,123 | 4,456 |
| November  | 4,456 | 4,789 |
| December  | 4,789 | 5,123 |

**Cereals Exports Are Active.**

Notwithstanding the scarcity of vessels for general cargo shipping a steady movement was made in the exportation of cereals. Wheat exports totaled 16,829,815 bushels, valued at \$12,126,833.71; flour totaled 26,222 barrels, valued at \$1,862,599; barley totaled 1,854,421 bushels, valued at \$1,811,234, and oats totaled 962,562, valued at \$1,811,234. The total value of cereals exports for 1915 aggregated \$19,612,900.42, as compared with \$18,417,842.22 for 1914. The gain in value during the year was \$1,195,058.20.

The volume of livestock receipts was less than in 1914, but during the last part of 1915 appreciable gains were made. Receipts of hogs under a large gain, while cattle and sheep receipts fell off. The following is a comparative table of livestock receipts for 1915 and 1914:

| Species | 1915   | 1914   |
|---------|--------|--------|
| Hogs    | 10,000 | 8,000  |
| Cattle  | 20,000 | 25,000 |
| Sheep   | 15,000 | 12,000 |

**400-FOOT STREET IS PLAN**

For Proposed For Persons Who Are Cut Off From Terwilliger.

To give persons living along Hancock street, a cut-off from Terwilliger street, an extension to the business place has been started for the extension of a street through block 13, of Portland's Homeated Addition, con-

**CERIAL SHIPMENTS FROM PORTLAND FOR YEAR ENDING DECEMBER 31, 1915.**

| Country, Vessel, Date, Flag, Destination | Quantity          | Value               |
|--|-------------------|---------------------|
| January                                  | 2,100,000         | \$1,875,000         |
| February                                 | 2,200,000         | \$1,980,000         |
| March                                    | 2,300,000         | \$2,085,000         |
| April                                    | 2,400,000         | \$2,190,000         |
| May                                      | 2,500,000         | \$2,295,000         |
| June                                     | 2,600,000         | \$2,400,000         |
| July                                     | 2,700,000         | \$2,505,000         |
| August                                   | 2,800,000         | \$2,610,000         |
| September                                | 2,900,000         | \$2,715,000         |
| October                                  | 3,000,000         | \$2,820,000         |
| November                                 | 3,100,000         | \$2,925,000         |
| December                                 | 3,200,000         | \$3,030,000         |
| <b>Total for 1915</b>                    | <b>32,500,000</b> | <b>\$29,250,000</b> |

| Country, Vessel, Date, Flag, Destination | Quantity   | Value        |
|--|------------|--------------|
| United States                            | 15,000,000 | \$13,500,000 |
| Canada                                   | 5,000,000  | \$4,500,000  |
| Great Britain                            | 7,000,000  | \$6,300,000  |
| France                                   | 3,000,000  | \$2,700,000  |
| Japan                                    | 2,000,000  | \$1,800,000  |
| Other                                    | 500,000    | \$450,000    |

| Country, Vessel, Date, Flag, Destination | Quantity  | Value       |
|--|-----------|-------------|
| January                                  | 3,000,000 | \$2,700,000 |
| February                                 | 3,200,000 | \$2,880,000 |
| March                                    | 3,400,000 | \$3,060,000 |
| April                                    | 3,600,000 | \$3,240,000 |
| May                                      | 3,800,000 | \$3,420,000 |
| June                                     | 4,000,000 | \$3,600,000 |
| July                                     | 4,200,000 | \$3,780,000 |
| August                                   | 4,400,000 | \$3,960,000 |
| September                                | 4,600,000 | \$4,140,000 |
| October                                  | 4,800,000 | \$4,320,000 |
| November                                 | 5,000,000 | \$4,500,000 |
| December                                 | 5,200,000 | \$4,680,000 |

| Country, Vessel, Date, Flag, Destination | Quantity   | Value        |
|--|------------|--------------|
| United States                            | 15,000,000 | \$13,500,000 |
| Canada                                   | 5,000,000  | \$4,500,000  |
| Great Britain                            | 7,000,000  | \$6,300,000  |
| France                                   | 3,000,000  | \$2,700,000  |
| Japan                                    | 2,000,000  | \$1,800,000  |
| Other                                    | 500,000    | \$450,000    |

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| January                                  | 3,000,000 | \$2,700,000 |
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| March                                    | 3,400,000 | \$3,060,000 |
| April                                    | 3,600,000 | \$3,240,000 |
| May                                      | 3,800,000 | \$3,420,000 |
| June                                     | 4,000,000 | \$3,600,000 |
| July                                     | 4,200,000 | \$3,780,000 |
| August                                   | 4,400,000 | \$3,960,000 |
| September                                | 4,600,000 | \$4,140,000 |
| October                                  | 4,800,000 | \$4,320,000 |
| November                                 | 5,000,000 | \$4,500,000 |
| December                                 | 5,200,000 | \$4,680,000 |

**Association Attracts Attention.**

Miss Viola Orstved, who was elected to the executive board of the State Teachers' Association at the convention just closed at Medford, declares that the outcome of that organization was the most enthusiastic ever held. Miss Orstved gained recognition for the grade teachers' association of this city through her election and herself made it was an open declaration that the organization she represents is compelling attention among the educational men and women of Oregon.

**Commission to Issue Tags.**

Following the announcement from Chief of Police Clark that no temporary license tags will be issued by the police, Mayor Albee yesterday announced, through Harry P. Coffin, chairman of the Public Safety Committee, that from today temporary license tags will be issued only by the Public Safety Commission. The tags may be obtained at the headquarters on the second floor of the police station between the hours of 8 A. M. and 5 P. M.

**Fire Investigation Ordered.**

Fire Chief Dowell last night ordered an investigation of the origin of a fire in the Carlson Printing plant, 163 Third street, which caused a big damage late yesterday. The chief's suspicions have been aroused.

**CEREAL EXPORTS**

Exports in 1915 Exceed 1914 By \$4,958,983.

**PORTLAND LEADS SOUND**

Wheat Shipments and Values Show Increase—Flour Falls Behind. Total Number of Cargoes Cleared From Port Is 110.

In the valuation of cereal exports from Portland a gain of \$4,958,983 was made during 1915 over the previous year. For the 12 months, wheat, flour, barley and oats consigned here to various parts of the world represented an aggregate valuation of \$16,476,959 and exports of a miscellaneous character increased the sum fully \$500,000. The grain business of 1914 was appraised at \$11,517,976.

Wheat floated during the year amounted to 16,829,815 bushels, valued at \$12,126,834, and a year ago the fleet to 15,417,362 bushels, at \$10,969,119, a \$1,357,715 increase. The marked difference in valuation is accounted for by the fact that the market was exceptionally high during the first part of last year.

Flour business of the port for 1915 was not as heavy as during the preceding 12 months, being 259,222 barrels, against 419,717 barrels, and barley exports were 260,999 bushels, while oat exports made a jump from 999,742 bushels, at \$2,843,337 in 1914, to 962,562 bushels, at \$2,566,128 last year, the export demand being increased through the war abroad.

About 110 ships were cleared during the year that figured in the cereal trade, and some 5000 tons of wheat have been loaded, as grain has been held here for vessels on the way, while the lack of tonnage is responsible for the slow rate of exportation to the Atlantic Coast, to be sent across the Atlantic on liners and chartered steamers.

The December summary issued by the Merchant Exchange, which also covers six months of the 1915-16 cereal year, indicates a falling off in the shipment of wheat to foreign and domestic ports from 1,227,248 bushels a year ago to 828,829 bushels for the month ending yesterday, and for the season to date Portland is behind 1,524,425 bushels as compared with the season's haul of 1,915,116 bushels for the first six months of the 1914-15 season. December's flour shipments were 125,292 barrels, a gain over the same period a year ago of 75,232 barrels and for the season's haul of 1,227,248 bushels have been shipped, an increase of 22,428 barrels over the first half of the preceding period.

For the first half of the year Portland leads Puget Sound in foreign and domestic wheat shipments by 2,868,790 bushels, and Puget Sound is behind the Portland haul by 1,227,248 bushels in the shipment of wheat to foreign and domestic ports from 1,227,248 bushels a year ago to 828,829 bushels for the month ending yesterday, and for the season to date Portland is behind 1,524,425 bushels as compared with the season's haul of 1,915,116 bushels for the first six months of the 1914-15 season. December's flour shipments were 125,292 barrels, a gain over the same period a year ago of 75,232 barrels and for the season's haul of 1,227,248 bushels have been shipped, an increase of 22,428 barrels over the first half of the preceding period.

**DISABLED VESSEL PICKED UP**

Gas Schooner Enterprise Is Safe After Four Days of Trouble.

MARSHFIELD, Or., Dec. 31.—(Special.)—The disabled gas schooner Enterprise, Astoria to Waldport, towed to Coos Bay by the steamer William M. Smith, was picked up yesterday morning for the first time in the four days she has been disabled. The crew is safe. The gas schooner Enterprise is safe after four days of trouble. She was towed to Coos Bay by the steamer William M. Smith, which was picked up yesterday morning. The crew is safe.

**MARINE NOTES.**

Captain Griffith, of the British bark Galathea, which was wrecked on the coast near Medford, was killed. The Galathea left this morning and the Galathea is expected to arrive in Coos Bay in a few days.

**MARINE INTELLIGENCE.**

**Steamer Schedule.**

**DUE TO ARRIVE.**

| Name         | From          | Date   |
|--------------|---------------|--------|
| Deer         | San Francisco | Jan. 1 |
| P. A. Kibben | San Francisco | Jan. 1 |
| North        | San Francisco | Jan. 1 |
| San Diego    | San Diego     | Jan. 1 |
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