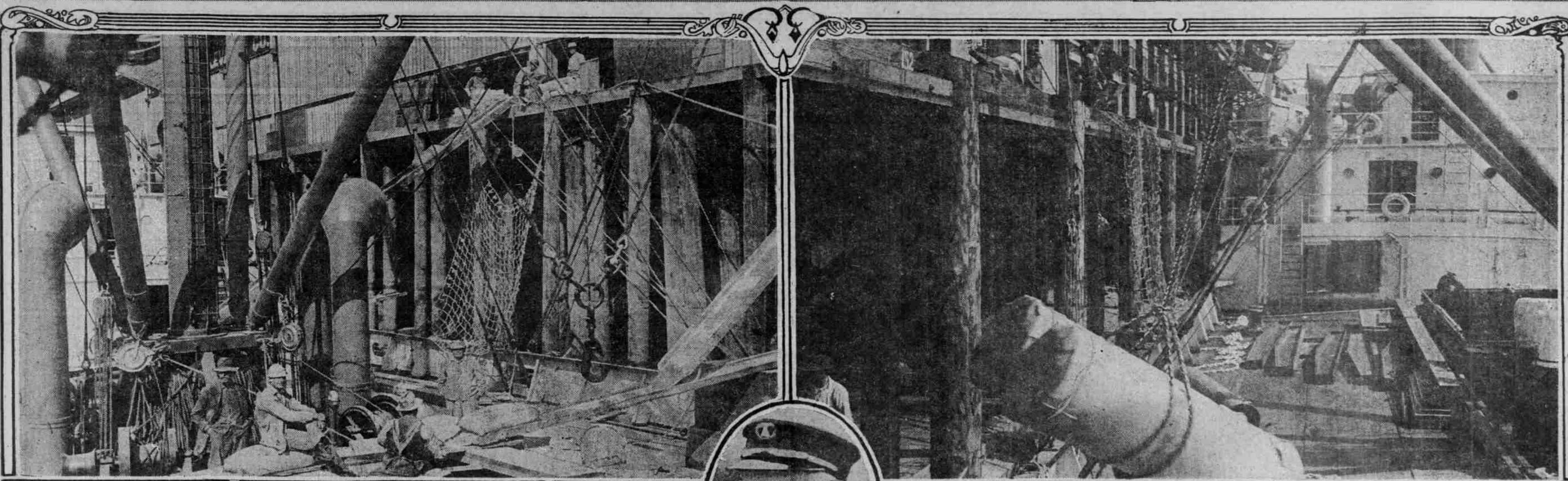


# TIES OF EXPANDING TRADE BIND PORTLAND CLOSE TO OTHER WORLD PORTS

Passing Cargoes on Local Docks Open Vista of Commercial Possibilities in Modern Era of Rapid Steam Transport That Permits of Visiting All Corners of the Globe — Harbor Holds Promise of Great Future



By DeWitt Harrer.  
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THE sea has not yet lost its romantic appeal. Accessibility has somewhat detracted from the former yearning that most boys used to possess to brave the bounding main, but adventurous spirits yet embark on long journeys that will take them into all seas.

Oregon Hard Wheat Flour off for Orient.

Print Paper and Wire Leaving for Japan.

Modern commerce has managed to bring the entire world closer together. Steam vessels of substantial size carry almost all the cargoes from foreign climes and seaport cities are rapidly finding themselves getting closer and closer to lands in former days considered remote. All ports on one body of water are finding much in common. Portland, along with the other commanding cities of the Pacific ocean, is beginning to realize that she is bound together with other ports on the same body of water with ties of trade that are not to be ignored.

**Foreign Trade Is Sought.**  
No longer is it possible for one commercial city to consider itself all-sufficient and neglect the opportunities that present to become better acquainted. A proven axiom of the modern business world, as true in overseas commerce as in land deals, is that trade will not come without solicitation and where it is not desired. Portland has her busy agents in all quarters of the globe drumming up business and she is showing to all who care to know that she wants trade and is ready to do her best to cater to it in the proper manner.

Development of cargo lines out of this port during the past five years has not been as great as would naturally be expected, but an inspection of the waterfront and of the character of the trade that is carried on there will show the student of conditions the possibilities for further development, and demonstrate to the shrewd thinker, beyond a doubt, that the city is just entering on an era of overseas traffic that will eclipse by far any that has been had in former times.

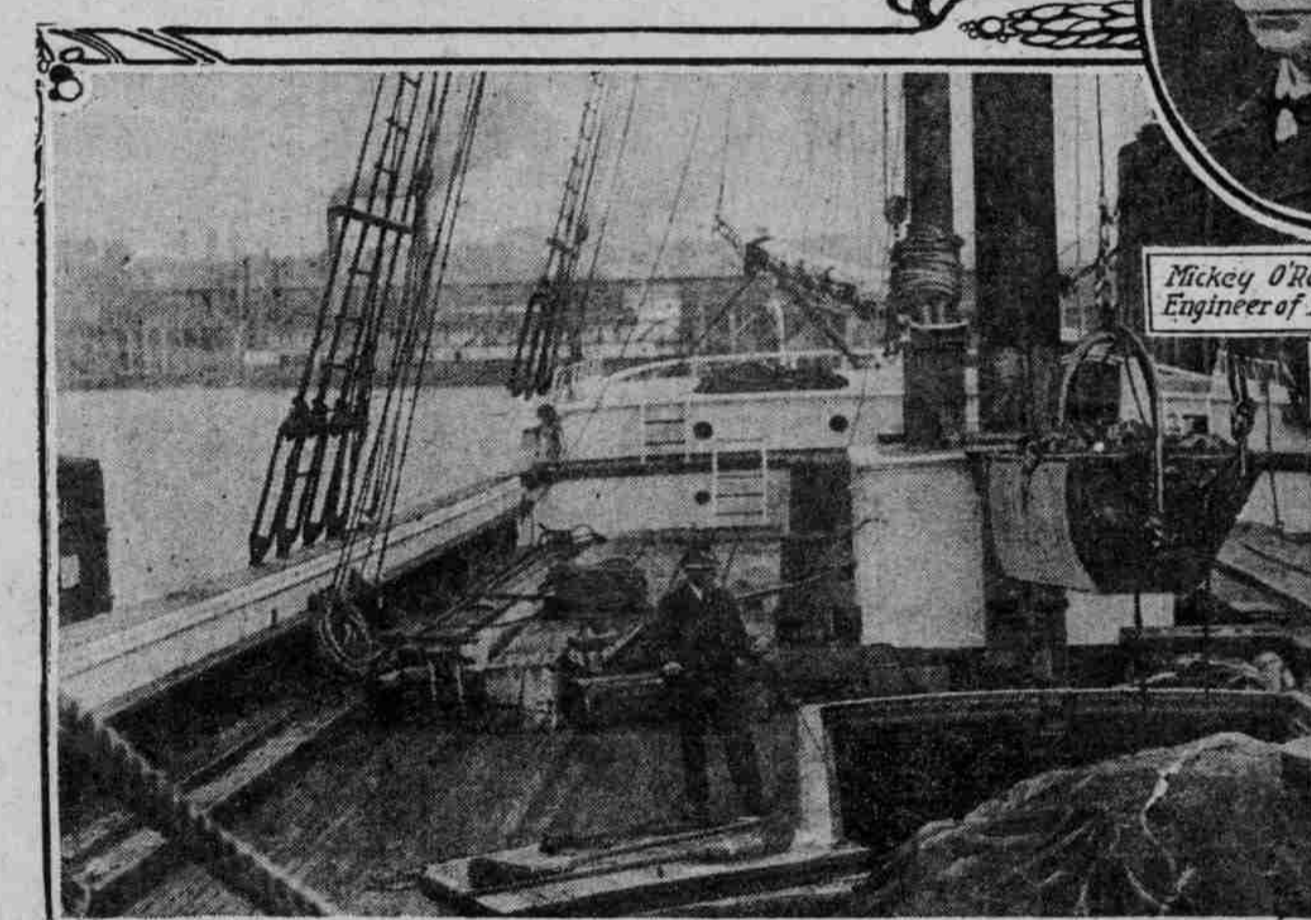
Cargo lines from Portland ply to all quarters of the globe. The products of Oregon and the Portland territory are urgently needed, and the present lines making it their business to carry traffic from here, find that they have all the cargo offered that they can handle. For this reason the need for more ships has become imperative and with indications assuring a profitable future for trade with other lands from this port, a concerted movement has been started to obtain the assignment of more bottoms to trade out of here.

**Immensity of Traffic Is Shown.**  
The immensity of the scope of this port's traffic as shown by the character of the cargoes being handled along the harbor front at almost any time of the year, will astound the average and unknowing visitor. The produce of almost every known land and clime arrives or is dispatched from Portland docks. Destinations of departing vessels recall all the ports of the world, and many seldom mentioned. The extent of the trade and its magnitude is astounding. It is hard to comprehend the future possibilities.

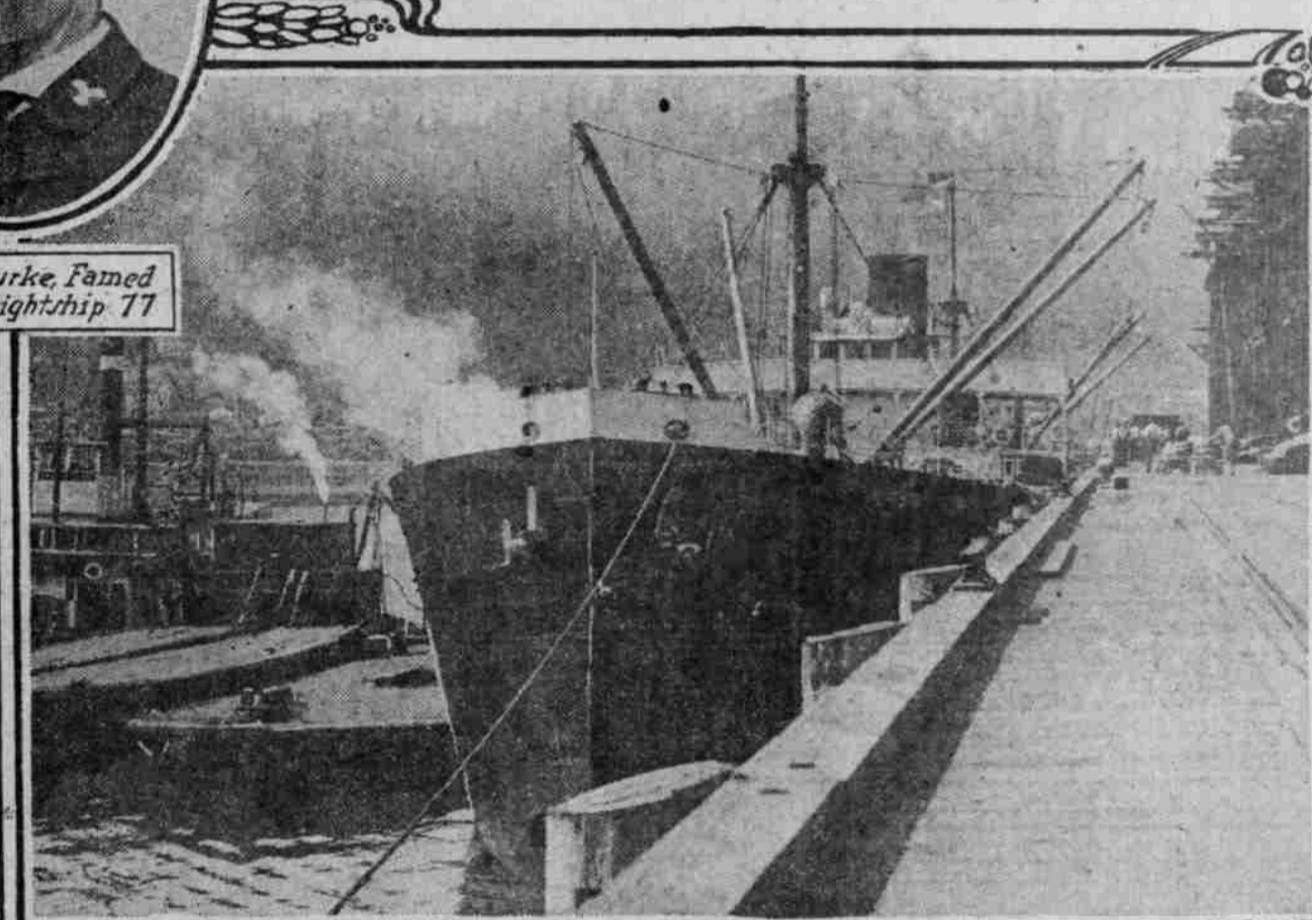
At one dock there will be a ship topping off a load for China, the busy crews stowing the last of the cargo in the holds as the oil barges alongside fill up the tanks with fuel for the long voyage across the largest ocean. Just a short distance away will be a tiny schooner, storm-worn and showing many signs of hard weather, discharging a load of copra. Stacked in the docks will be arriving freights from the orient comradely hobnobbing with cargo ready to cross the Pacific, a meeting of orient and occident. Varied are the goods that meet on this common ground and wide is the latitude of their origin.

**Chinese Eggs Come Here.**  
Stacks of egg crates, made in Oregon, starting on a long trip to China to care for the produce of the slant-eyed hen. In a few months these same cases will reappear on the local docks, filled with the oval result of the oriental chicken's activities. From here the eggs are shipped to eastern trade centers where imported "fruit" of this character is in demand, as in Oregon there is usually sufficient of the fresh-laid domestic variety to care for the trade.

Paper from the Oregon mills, in huge rolls, destined for use in printing plants that employ queer characters and have their news columns backwards, leaves on almost every dock. This state is supplying the disciples of Confucius with sheets for disseminating their weighty knowledge and philosophy and even some of the paper is used by Japanese in the construction of light partitions in their bamboo homes.



Copra From South Sea Islands for Portland Factories



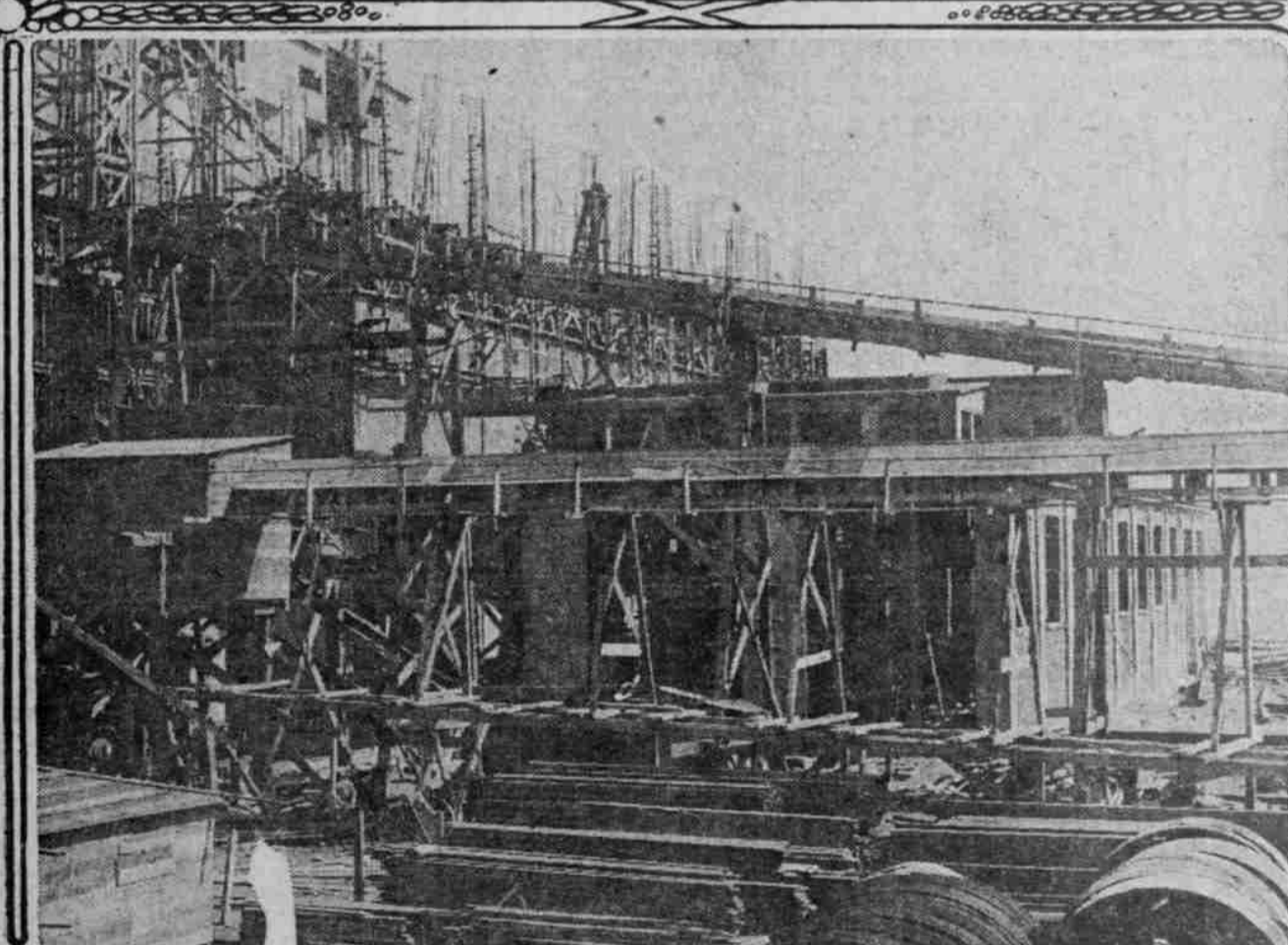
Lart Moments, Stowing Lart of Cargo and Taking on Fuel Oil.



Mickey O'Rourke, Famed Engineer of Lightship 77



Crater Going to China to Bring Back Eggs.



Huge Grain Elevator under Construction at St. Johns Terminal.

overseas leave here in enormous shipments and pass the strange new arrivals on the docks. Incoming are bale after bale of hemp or sisal fiber, copra, rice, mahogany logs, iron bark, cases of eggs, bolts of cloth and dried fish. Silk cargoes frequently arrive, but they are trans-shipped at once into express trains and never lie on the docks. Rugs from the orient, curios and many strange commodities make their appearance from time to time and few of the dockhands are surprised at any extraordinary arrival in their ken. At one time lately there was an assorted shipment of mummies and souvenirs from ancient tombs on the docks. These attracted a busy appearance as host of the cargo vessels making this a regular port of call are big steam tramps, and

local harbor of late years has been the transition from the windjammer age to that of steam. Nowhere on the face of the globe has this been accentuated more than here, for it was to this port, in the fall of the year, that the world's shipping used to hurry to take advantage of the graceful shapes of the fast sailing vessels. When photographers used to want to show activity in the harbor they used to await the advent of a fleet of the sailing ships and then "shoot." Now the harbor does not present such a busy appearance as host of the cargo vessels making this a regular port of call are big steam tramps, and

while they handle huge cargoes and the tonnage of the port is very large, the shipping scenes do not have the bustle that they did in the olden days when the fairway was crowded with the graceful shapes of the fast sailing vessels. **Old-Time "Crimp" Has Passed.** Then the old time "crimp" has passed away. Its day of questionable usefulness has passed. The sailor boarding houses along the boulder-paved water front streets are vacant for the present day sailor would be considered almost a mollycoddle by the rough roustabout of olden days who used to stage a debauch at each port of arrival and would likely find himself the very next day aboard a strange ship and bound for some remote corner of the world. In modern American steamships the

life of the ordinary deck hand is far from a hard one and the accommodation placed at his disposal even rivals that given the passenger of not so long ago. This change of heart on the part of the ship owners and operators has been brought about by necessity as they found that they could not get the crews if they forced them to live like animals. The close fo'castle of the days of yore is gone to return no more and the sailor has a better life and faster trips and less tediousness than was the case under olden conditions. **Opportunity for Travel Given.** Present day merchant marine is attracting constantly a better class of men and younger fellows are gradually taking it up as a means of

broadening their outlook by travel. Government training ships that make it their business to furnish courses which fit the boys for the life on ocean-going vessels, make this a constant port of call and offer many inducements for those who become interested. These hardy young men soon find their "sea legs" under expert supervision and are then ready to undertake their duties in a far from lubberlike manner. Opportunity to embrace a gainful and healthy occupation are thus offered to many and they are taking advantage of it though the nation's marine yet shows a shortage of men. True, the old time days of furling the sails in zero weather gales have passed, but there are few who behold them. Trips around the Horn

are seldom made of these days with the canal and long voyages are the exception. The modern adventurer into sea lanes finds it possible to view more of the world in a shorter time than did any of the old timers, no matter how fortunate they were or how fast they worked.

**Shipbuilders Are Active.**

Then there is the activity in the local shipbuilding plants, the constant racket of the riveters as they anchor the plates in place on the frames of the huge vessels that are to go forth and roam the world. Almost every phase of nautical life takes place in Portland harbor and the seaker after interest can find plenty to occupy his time there. There are the fast patrol boats, the revenue cutters, the light-house tenders and the occasional visit of the light boats themselves after their annual overhauling. In this respect Micky O'Rourke, engineer of lightboat No. 77, John Fleming Wilson's hero of so many briny adventures at the mouth of the Columbia, will be sadly missed as the doughty little Irishman passed away last summer, remaining at his post of duty on his beloved craft to the very last. Portland harbor, sans the Columbia river bar which is now out of existence, is now entering on a totally new stage of its development as a real major port of the world. The construction of the St. Johns terminal, admittedly the best thing of its kind on the Pacific coast, will attract a great deal of shipping here and the change in handling grain, from the old method of shipping in jute bags to the new of bulk shipments, is also expected to have a great deal to do with making this a major port.

The present radiations of the lines plying out of Portland in their world traffic resemble nothing so much as a huge fan and the ribs are being constantly increased. Duplication of lines is also another favorable indication and the increased number of firms entering the foreign shipping field shows, as nothing else would, the possibilities for future development. With the goods needed by the world at large produced right here so close to shipping, with the ships at hand ready to carry the produce where it is wanted and a natural port second to none on the coast and constantly being developed, the future promises much for the Columbia and Willamette rivers as active centers for handling freight for the world at large.

Of late the main difficulty in the city has been to obtain enough bottoms to handle the traffic originating in the territory. Officials of the chamber of commerce and other trade bodies have been putting in their best efforts to obtain their rightful share of ships in getting for local firms and for this reason have been keeping a strong delegation at Washington to watch out for their interests. The expected assignment will relieve the present trade to some extent, depending absolutely on the number of vessels that are obtained, and the indications are that a large number of ships could be profitably used, as cargo at this time is almost going begging and firms state that they can furnish much more.

**River Shipping to the Fore.**

Development of the upper river shipping in conjunction with that from the ocean is also certain, as the branches are dependent upon each other. All works for a greater Portland, and assures the future of the port. In few other ports in the world is the spectacle witnessed of a tiny river boat unloading cargo almost directly into an ocean liner. With the aid of the river carriers products of the interior make almost an entire water voyage to their destination, a unique record. Boats assigned to this port by the United States shipping board have no difficulty in getting the cargo that they wish, and with the cessation of war it is expected that a great number of the old-time vessels here after the trade that they have left lapse. Of course it will be rather strange to miss the network of spars of the olden windjammers, but the smoke from the sturdy tramps will help to make up for their absence, and at the same time tell of the development of commerce and that this port has kept up with the march. The dock commission is preparing for a huge volume of business, and have huge equipment to care for the certain increase. The future is sure to treat Portland well, and with the opening of the world marts and the resumption of commercial relations without hindrance, this city will be hard put to care for the trade.