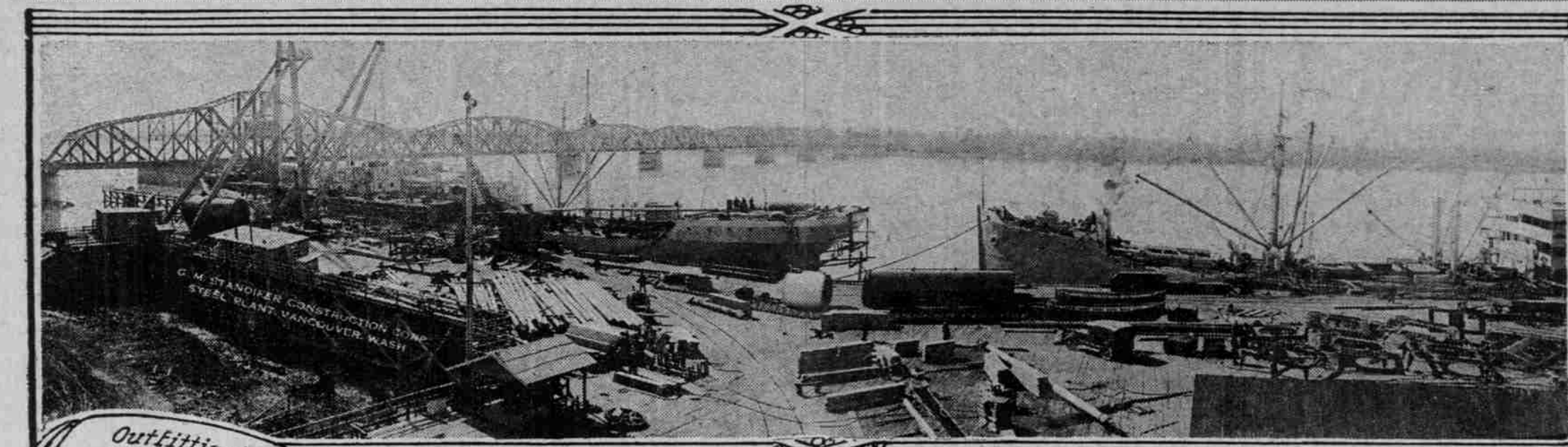


VANCOUVER, WASH., EXPERIENCES GREAT EXPANSION IN BUSINESS LINES

City's Port Development Includes Belt Line Around Factory Sites—Deeper Channel, Championed for Years, Now Urged by Engineers—Shipbuilding Plants Big Asset and Manufacturing Is Undergoing Rapid Growth

Outfitting Dock
Standifer Plant

By W. J. Kinney, Secretary Vancouver, Wash., Commercial Club.

VANCOUVER, Wash., was founded nearly a century ago, but lay dormant for years for lack of railway communication. About 1900 the first railway connection with the outside world was made. The census of that year showed that Vancouver had a little over 3000 people. In 1905 the North Bank railroad began construction of its line to Spokane and the city began another period of growth, and the census of 1910 gave us over 9000 people, nearly trebling its population in that decade. Since that time there has been a steady growth and today this city probably has 16,000 population. In fact, the growth in the last four years has been so rapid that the city has been unable to keep up with itself. The demand for houses far exceeds the supply, although there have been many constructed, there is still a great shortage.

The steps in Vancouver's growth may be marked by the construction of the first railroad from Vancouver to Kalama, the building of the North Bank road, the interstate bridge and the port development.

Vancouver being at the head of deep-water navigation on the Columbia river, and having four transcontinental railroads, is no doubt destined to become one of the largest manufacturing centers in the Pacific northwest. A stratum of gravel underlies Vancouver, which affords a solid foundation for all construction.

The Port of Vancouver has constructed a belt-line railroad which connects Vancouver's factory district with all railroads. The factory sites along this belt-line railroad are reasonable in price, and are either on water front or convenient thereto. This factory district has all the advantages of a small city and is convenient to Portland, where most of the supplies for manufacturing can be obtained.

Deeper Channel Supported. For years Vancouver has worked for a deeper channel to the mouth of the Willamette. It has at last been recommended by the engineer corps of the United States army, and will be incorporated in the next river and harbor bill. The dredging of this channel will allow all vessels that are able to reach Portland to come to Vancouver's docks.

The city of Vancouver is about to have plans drawn for the construction of a public dock on the levee which was given to the city by Esther Short over 60 years ago. This levee is over 1300 feet long, and is



Launching a Concrete 100ft. Ship.



Middle Harbor

In the center of Vancouver's water front. When this dock is completed Vancouver should get its share of the

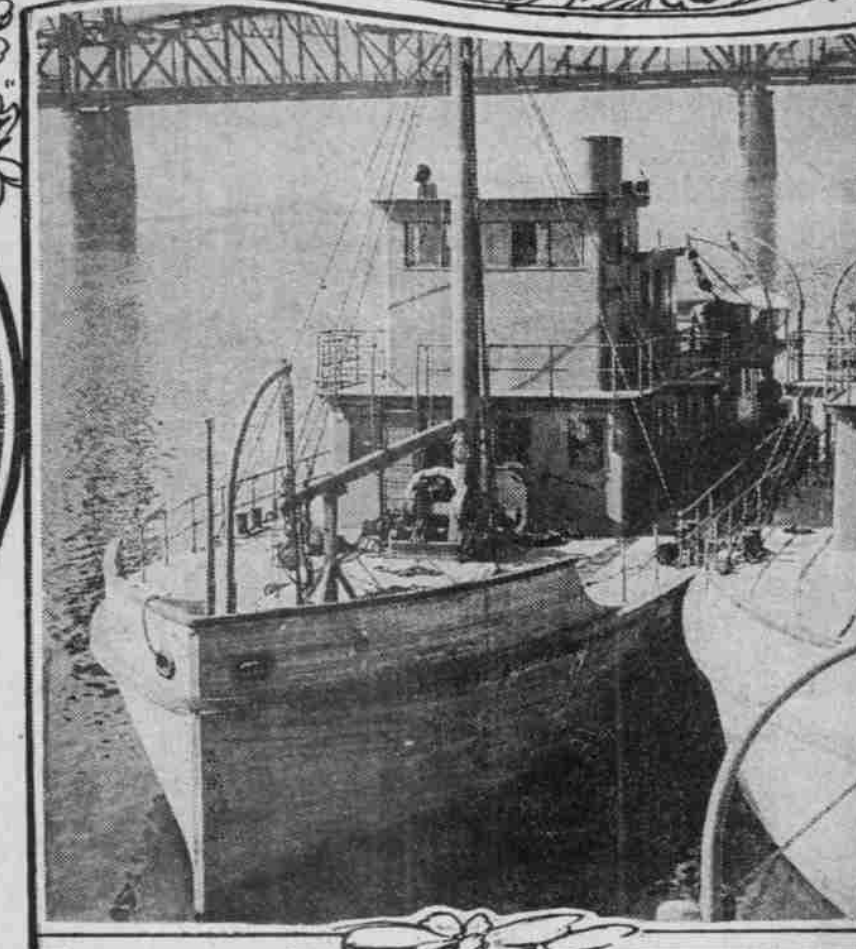
shipping that comes up the Columbia. The wheat from the Inland Empire, together with all other products from that section, should pass through Vancouver's docks and elevators.

Within the last two years there has

been located here the G. M. Standifer Construction corporation, which has built 18 wooden vessels for the United States Shipping Board and is just finishing the last of the ten steel boats for the government, and has be-

gun the construction of five steel vessels for a private corporation. These steel boats are of the largest construction in the northwest. Five concrete water tenders have been constructed by the Great Northern Con-

crete Ship company, and are ready for delivery. The greater part of the lifeboats for the vessels constructed on the Pacific coast were built by the Motor Ship Construction company of this city, together with a number of

9,500 Tons Steel Ship
Built By
Standifer Corporation

Concrete Ships, Government Dock

cannery tenders, towboats, tugs and barges. Manufacturing is becoming the leading industry of the city. We are not only constructing ships, but are making furniture, iceless refrigerators, refrigerating machinery, auto signals, machinery to be used in construction of ships, lumber and lumber products. The Foster Products company expects soon to begin the construction of its plant for the manufacture of barrels, boxes and other products. This plant will be very extensive and will employ, when completed, about 1000 people.

Lake to Be Used. There is near Vancouver a lake known as Vancouver lake, which is skirted by the Northern Pacific, Great Northern and O.-W. R. & N. railroads and lies within one-half mile of the Columbia river, which we are expecting within a short time to be connected by a canal with the Columbia river. This lake, when dredged, will afford one of the best manufacturing sites to be found anywhere.

New Orleans has just completed a canal from the Mississippi river to Lake Pontchartrain, and is locating industries, building piers and wharves for shipping. Vancouver can do the same, with far less expense, and have a harbor free from currents and one that, when once dredged, will never need additional dredging. For the location of sawmills, paper mills and other industries, no more favorable site could be found.

Vancouver's proximity to Portland being nearer than St. Johns makes its development, and that of Portland practically one. Our growth must necessarily reflect Portland's growth and likewise its increase in population and wealth must necessarily have its effect on the city and country. So far as our business relations are concerned we are one city, and when finally we are made one terminal district by the action of the railroads or the interstate commerce commission, there can be no stoppage of the rapid development of this city, and it is expected that while Vancouver may not triple its population in the next decade, it will certainly more than double it.

PAST YEAR IS A BIG ONE IN OFFSHORE SHIPPING

Records Reveal Portland Clearings Were Large During Period of First Eleven Months—Information Shows Cargoes Go to All Parts of World and Many Operators Are in Field.

Portland's offshore clearings were very large during the first 11 months of 1919. Later figures were not obtainable at press time. Following is a list of the vessels departing from the port in that period, with the date of sailing, name of ship, destination, cargo and operator, where available:

- January.**
- Schr. Belding, Honolulu, shooks, Sudden & Christensen.
 - St. Schr. E. H. Meyer, Antofagasta, lumber, Dant & Russell.
 - Str. Luneville, Victoria and France, general, French government.
 - Gen. Gallier, France, general, French government.
 - Str. Providencia, St. Rosalia, lumber.
 - Str. West Cobalt, Europe, flour.
 - Schr. H. K. Hall, Sydney, lumber, Comyn-Mackail.
 - Edgfield, Europe, flour.
 - Str. West Wauna, Europe, flour.
 - Str. West Wauna, Europe, flour.
- February.**
- Schr. Baroda, Balboa, lumber, W. R. Grace & Co.
 - Str. West Compo, Europe, flour.
 - Str. West Corum, Europe, flour.
 - Str. Providencia, St. Rosalia, lumber, Comp. du Boleao.
- March.**
- Schr. Makanda, Balboa, lumber, W. R. Grace & Co.
 - Str. West Modus, Norfolk f. o. flour.
 - Schr. Glendola, Honolulu, shooks, W. R. Grace & Co.
 - Schr. Benvola, Balboa, lumber, W. R. Grace & Co.
 - Str. West Imboden, Italy, flour.
 - Str. West Hardaway, Honolulu, ballast.
- April.**
- Str. Providencia, St. Rosalia, mining props.
 - Str. West Togue, Europe, flour.
 - Str. Ashburn, Jersey City, ties, Col. Pac. S. Co.
 - Bk. Berlin, Alaska, cannery supplies.
 - Bk. Levi G. Burgess, Alaska, cannery supplies.
 - Bk. Akutan, Alaska, cannery supplies.
 - Str. West Tacook, Europe, flour, Pac. S. S. Co.
- May.**
- Str. West Munham, Orient, general, Pac. S. S. Co.
 - Schr. Echo, Sydney, lumber, Dant & Russell.
 - Str. Kalan Maru, Taku Bar and Shanghai, lumber.
 - West Hargrave, Europe, flour, Pac. S. S. Co.

- Schr. S. G. Wilder, Callao, lumber.
 - Str. Cokesit, Europe, flour, Pac. S. S. Co.
 - Str. West Nohno, Europe, flour, Col. Pac. S. Co.
 - Str. Cotteral, Philadelphia, ties, Col. Pac. S. Co.
 - Str. Glorietta, Honolulu, general, Col. Pac. S. Co.
 - Schr. Malahat, Port Pirie, lumber, J. J. Moore.
 - Str. Birchleaf, New York, lumber, Col. Pac. S. Co.
 - Str. Maratana, New York, lumber, Col. Pac. S. Co.
 - Str. West Totant, Newport News f. o. flour, Col. Pac. S. Co.
 - Str. Steadfast, Newport News f. o. wheat, Pac. S. S. Co.
 - Str. Mattapan, Baltimore, ties, Col. Pac. S. Co.
 - Str. Avenadaw, Cardiff, lbs. and ties, Col. Pac. S. Co.
 - Str. Suzanne, Grimsby, lumber, A. F. Thane & Co.
 - Str. West Quebec, Europe, flour, Pac. S. S. Co.
- June.**
- Str. Glymont, Honolulu, general, Col. Pac. S. Co.
 - Str. Port Stevens, Cardiff, lbs. and ties, Col. Pac. S. Co.
 - Str. West Cherow, Europe, flour, Pac. S. S. Co.
 - Str. West Ashwa, Europe, wheat, Pac. S. S. Co.
 - Str. Shippo Maru, China, general, Pac. S. S. Co.
 - Str. Bushong, New York, lumber, Pac. S. S. Co.
 - Str. Buttonwood, Hull, lumber, Pac. S. S. Co.
 - Str. City of Eureka, New York, wheat, Pac. S. S. Co.
 - Str. Cascade, New York f. o. wheat, Pac. S. S. Co.
 - Str. Melchu Maru, Shanghai, lumber, Dant & Russell.
 - Str. Provencia, St. Rosalia, mining props, Comp. du Boleao.
 - Str. West Harlan, New York, wheat, Pac. S. S. Co.
 - Str. Alicia, New York, ties, Col. Pac. S. Co.
 - Str. Kanaake, London, lumber, Col. Pac. S. Co.
 - Str. Boykin, Philadelphia, ties, Col. Pac. S. Co.
- July.**
- Str. Fort Sill, Newport, Wales, lumber, Col. Pac. S. Co.
 - Str. Fort Scott, New York, ties, Col. Pac. S. Co.
 - Str. Provencia, St. Rosalia, mining props, Comp. du Boleao.
 - Str. West Nosska, New York f. o. flour, Col. Pac. S. Co.

- Str. Aculeo, Grimsby, lbs. and ties, Pac. S. S. Co.
 - Str. Kokomo, Southampton, lbs. and ties, Pac. S. S. Co.
 - Str. Kangi, London, ties, Pac. S. S. Co.
 - Str. West Islay, New York f. o. wheat, W. R. Grace & Co.
 - Str. Mount Evans, New York f. o. wheat, Pac. S. S. Co.
 - Str. West Celina, New York f. o. wheat and flour, Pac. S. S. Co.
 - Str. Boxbutte, Aberdeen, ballast.
 - Schr. Mildred, Rosario, lumber.
 - Str. Allector, Weekawaken, ties, Pac. S. S. Co.
 - Str. Braeburn, Southampton, ties, Col. Pac. S. Co.
 - Str. Deer Lodge, New York f. o. flour, Pac. S. S. Co.
 - Schr. Birtley, Birkenhead, ballast.
 - Str. Atagesan Maru, Shanghai, lumber.
 - Str. Meriden, Honolulu, general, Col. Pac. S. Co.
 - Str. Coaxet, Orient, general, Pac. S. S. Co.
- August.**
- Str. Okiya, New York, lbs. and ties, Col. Pac. S. Co.
 - Str. Anthera, Plymouth, Eng., lbs. and ties, Pac. S. S. Co.
 - Str. Askawake, New York f. o. wheat, Pac. S. S. Co.
 - Str. Yaklof, New York f. o. flour, Pac. S. S. Co.
 - Str. West Isleta, New York f. o. flour, W. R. Grace & Co.
 - Schr. Bonifay, Birkenhead, lbs. and ties, Col. Pac. S. Co.
 - Str. West Harshaw, Italy, wheat, Col. Pac. S. Co.
 - Nor. M. S. Semmelind, Bombay, lumber, Dant & Russell.
 - Str. West Hartland, Orient, general, Pac. S. S. Co.
 - Str. Umattila, United Kingdom, lbs. and ties, Col. Pac. S. Co.
 - Str. Bonifay, Birkenhead, lbs. and ties, Col. Pac. S. Co.
 - Str. Tripp, Gibraltar f. o. flour, Col. Pac. S. Co.
 - Schr. Lucy, New Plymouth, lumber, Col. Pac. S. Co.
 - Schr. Corvalla, Grimsby, ties, Col. Pac. S. Co.
 - Schr. Doylestown, Bombay, lumber, Col. Pac. S. Co.
 - Str. West Chatala, Norfolk f. o. flour, Pac. S. S. Co.
- September.**
- Str. Cresap, New York, lumber, Pac. S. S. Co.
 - Str. Butte, Balboa, lumber, Pac. S. S. Co.
 - Str. West Harts, China, lumber, Col. Pac. S. Co.
 - Str. West Harlan, New York f. o. flour, Pac. S. S. Co.
 - Str. Deva, Honolulu, general, Col. Pac. S. Co.

- Str. Medford, West Hartlepool, lbs. and ties, Pac. S. S. Co.
 - Str. Dardania, Grimsby, ties, Pac. S. S. Co.
 - Str. Capines, London, lbs. and ties, Col. Pac. S. Co.
 - Str. Cabaza, United Kingdom, ties, Pac. S. S. Co.
 - Str. West Segovia, China, lumber, Col. Pac. S. Co.
 - Schr. Alumna, Sydney, lumber, A. F. Thane & Co.
 - Str. Brentwood, Philadelphia, ties, Col. Pac. S. Co.
 - Str. Moonabe, United Kingdom, ties, Col. Pac. S. Co.
 - Str. West Cheswald, New York f. o. flour, Pac. S. S. Co.
- October.**
- Str. West Munham, New York f. o. flour, Pac. S. S. Co.
 - Str. Colindo, United Kingdom f. o. ties, Pac. S. S. Co.
 - Str. Latoka, Philadelphia, ties, Col. Pac. S. Co.
 - Str. Windber, Japan, lumber, Pac. S. S. Co.
 - Str. West Hartley, New York f. o. flour, Col. Pac. S. Co.
 - Schr. Muriel, Honolulu, lumber, J. R. Hanify.
 - Str. Dewey, London and Liverpool, general, Col. Pac. S. Co.
 - M. S. Sierra, Balboa, lumber, W. R. Grace & Co.
 - Str. West Raritan, New York f. o. flour, Col. Pac. S. Co.
 - Schr. Oakland, Valparaiso, lumber, Dent & Russell.
 - Nor. M. S. H. C. Hansen, W. Hartlepool, ties, Balfour.
 - M. S. Babinda, Bombay, lumber, Pac. Exp. Lbr. Co.
 - Str. West Pocasset, New York f. o. flour, Pac. S. S. Co.
 - Str. West United Kingdom f. o. ties, Col. Pac. S. Co.
 - Schr. Hesperian, Port Elizabeth, lumber, G. W. Gates & Co.
 - Str. Waban, Orient, general, Pac. S. S. Co.
- November.**
- Fr. Str. Mont Cenis, Marseilles, wheat, Norfolk, Lily & Co.
 - Str. West Saginaw, New York f. o. flour, Col. Pac. S. Co.
 - Str. Grace Dollar, Shanghai, boilers and lbs.
 - Str. United Kingdom f. o. ties, Pac. S. S. Co.
 - Schr. Lucy, New Plymouth, lumber, Col. Pac. S. Co.
 - Str. Wawaiona, Orient, general, Pac. S. S. Co.
 - Str. Bellbrook, United Kingdom f. o. ties, Pac. S. S. Co.
 - Str. Horace X. Baxter, Peru, lumber.
 - Str. J. R. Gordon, Sabine, Texas, ballast, Union Sulph. Co.
 - Str. Corvus, Arica, ballast, Green Star S. S. Co.
 - Str. Effingham, London and Liverpool, general, Col. Pac. S. Co.
 - Schr. Wm. Bowden, Sydney, lumber, A. F. Thane & Co.
 - Str. West Jaffrey, Balboa and New York, lbs. and flour, Col. Pac. S. Co.

PORTLAND-OWNED LINE PROVES GREAT SUCCESS

Columbia-Pacific Shipping Company, New and Aggressive Agency in Shipbuilding for Cargo Trade, Has Expanded Rapidly Since Organized Last April.

THE newest and at the same time probably the most active and enterprising concern in the Portland maritime field is the Columbia-Pacific Shipping company. Though the organization consists entirely of local men and with local capital, the company operates deep-sea vessels to every part of the world. A total of 61 ships were sent out of Portland to off-shore ports by this company between the time of its organization in

PORTLAND'S FOREIGN TRADE

Portland is rapidly forging to the front in its foreign trade. E. N. Weinbaum, foreign trade secretary of the Portland Chamber of Commerce, predicts that figures will show business aggregating from \$60,000,000 to \$75,000,000 by the end of the fiscal year.

Rise from war-time slump has been remarkable. It is pointed out, and conditions now indicate that there will be an ever-increasing export to all parts of the world.

Special attention is being given the subject and a systematic campaign is being carried forward.

Recognizing the need of Portland for a strong home-owned shipping company to develop the commerce of the port, as well as the financial gain that was to be expected from such an investment, a group of Portland men, all actively interested in shipping, met last April and formed a company. Officers elected were Emery Olmstead, president; J. E. Wheeler, vice-president; and C. A. Hart, secretary-treasurer. Directors of the company are George H. Kelly, John Burgard, C. A. Burkhardt, J. Fred Larson, J. B. Kerr and Phil Mettschan Jr.

well-established concern operating a large fleet of steamships in the Pacific. The Columbia-Pacific Shipping company loaded and dispatched six vessels to Honolulu for the Matson line.

A. C. Stubbs, appointed general manager of the company, brought with him the business of Sudden Christensen of San Francisco, whom he had been representing here in a private capacity.

When Williams, Dimond & Co., also of San Francisco—obtained from the emergency fleet corporation the allocation of nine large steel steamers for trade between ports of the Pacific coast and Europe, the Columbia-Pacific Shipping company was asked to handle the service for Portland. During the latter months of 1919 the steamers Dewey, Enibek, Effingham and West Alsea were dispatched to London, Liverpool and Le Havre in this service.

The crowning triumph of the Columbia-Pacific Shipping company for 1919 was its appointment as Portland representative of the Green Star Steamship corporation of New York. The Green Star line, similar in respect to its youth and rapid progress to the local concern, purchased in Portland four steel ships that were on the ways of the Northwest Steel and Columbia River Shipbuilding companies and ordered the construction of five more in the yard of the G. M. Standifer Construction corporation at Vancouver. After the first of these vessels, the steamer Corvus, had been sent out in ballast, the eastern company appointed the Columbia-Pacific company to represent their interests here and secure cargoes for vessels leaving this port. And cargoes were secured.

A rough estimate of the business of

the Portland company in the seven months from its organization to the beginning of December, 1919, showed the exportation of 45,000,000 feet of lumber and over 72,000 tons of grain products.

The rapid progress of the Columbia-Pacific Shipping company is due to a large measure to the efficiency and popularity of its general manager, A. C. Stubbs. Mr. Stubbs' experience in commercial and shipping affairs is shown by the following list of positions he has held:

Freight clerk for the California & Oregon Coast Steamship company; freight clerk and purser on steamers operating between Portland and Astoria by the O.-W. R. & N. company; rate and traffic clerk in the office of the traffic department of the O.-W. R. & N. company; rate and tariff clerk in the traffic department of the Great Northern railroad company, Seattle; assistant to the traffic manager of the Pacific Hardware & Steel company of San Francisco; agent for the California-Hawaii Steamship company; freight claim agent for the California-Atlantic Steamship company of San Francisco; agent for the Oahu railway, Lihalehu, Oahu; head of the steamship and chartering department of the E. I. Du Pont de Nemours & Co., Wilmington, Del., and manager of the Portland office of Buddell & Christensen.

Associated with Mr. Stubbs as assistant general manager is V. A. Cartwright, a man of wide experience in the maritime field with a number of the most prominent English shipping firms.

HARBOR DEVELOPMENT IS NEEDED

Channel Improvement, Docks and Other Facilities Urged as Means to Vancouver's Further Growth.

By Floyd A. Swan, Member Port of Vancouver.

AN EMPIRE is at our doors. Engineers tell us that we have a great future. Experts tell us that here with some small outlay, could be made one of the finest inland harbors of the northwest.

Five miles below this city is a great ship channel, leading to all the nations of the world. The great mass of money spent by the United States government and the Port of Portland

on this channel to the sea will some day seem to be extended to the city of Vancouver and extensively used by ships loaded at Vancouver from both sides of the Columbia river.

Portland's border in the near future, at her present rate of growth will take in all of the peninsula and extend its line to south bank of the Columbia opposite Vancouver. Los Angeles extended its city limits 25 or 30 miles for no other purpose than that of water transportation.

An extensive dredging plan has

been outlined by the Port of Vancouver and some quite extensive work has been done in the way of widening and deepening the channel and using the sand for the purpose of forming sites and embankments for industries and creating one of the finest inland harbors wherein ships might ever anchor.

The Columbia is the second largest river in the United States. It drains a larger area than all Europe. If half the area of this great region were in high state of cultivation, we could supply China, Japan and the inhabitants of Russia with food and many other necessities.

The greatest possible variety of products may here be produced. A university teacher told us that we

were near the center of the choice climate and land belt that girdled the globe. All things possible of production in the temperate zone may here be produced.

The original producer has covered the mountains with timber, the valleys with rich soil and grass, where wheat by the shipload, cattle by the thousands and sheep by the tens of thousands may here be raised. Billions of feet of timber produce the development of our harbors and docking facilities.

Here the site, city and the channel through which this great volume of wealth must flow. Here is the harbor for the ships and here and across the river are the great terminals for railroad traffic.

A harbor and channel here is vital. Docks and docking facilities are essential. The vision is here and the practical realization and need is apparent to all. So let us the Columbia river basin join hands, put our united effort behind what we all believe to be true and make this district one of the greatest of industrial centers.