

OREGON INDUSTRIES
WHEAT, FLOUR,
LUMBER, TIMBER,
MANUFACTURING,
WATER POWER,
DAIRYING,
FISHING, LIVESTOCK,
MINING, COAL.



OREGON INDUSTRIES
WOOL, SHIPPING,
MACHINERY,
AGRICULTURE,
HORTICULTURE,
TRANSPORTATION,
PAPER MAKING,
WOOD PULP

"300,000. PORTLAND. 1910."

OREGON'S GREAT MANUFACTURING INDUSTRIES

Fifty Millions Invested in Factories in Portland That Turn Out Products Valued at \$70,000,000 Annually--Oregon's Exports and Imports

Portland has approximately 2800 factories in which there is invested about \$50,000,000. The value of the annual output of these plants is estimated at \$70,000,000. Large quantities of raw material await the establishment of factories, however, and there is room for legitimate undertakings in all branches. Portland's shipping facilities are excellent, a large fresh water harbor with water enough to float freight steamers of 10,000 tons carrying capacity. The port's exports for the fiscal year ending June 30, 1908, amounted to a total value of \$17,658,819, while the aggregate value of imports was \$8,758,752. Coastwise traffic by water is heavy, carried on by several lines of steamers. Regular freight lines carry on communication between Portland, the orient, Australia and the Atlantic coast by way of the isthmus.

Portland's population and the population of the state, is only in its infancy of growth, but is increasing at an astounding rate. Twenty years ago Portland was a small city, with dwellings sprinkled liberally among business houses along the leading thoroughfares. Today business houses of magnitude are sprinkled thickly among the dwellings, far out into the suburbs. The tide turned a few years ago and manufacturers, warehouses and salesrooms are crowding the residence districts and expanding the city to its limits.

Portland Has Many Factories.

The number of manufacturing establishments in the state of Oregon is approximately 3000, of which 2000 are in the city of Portland. The total amount of money invested in factories in Portland is about \$50,000,000, and the value of the products is estimated at about \$70,000,000 annually, according to figures furnished by Secretary Vincent of the Manufacturers' association. These factories furnish employment to about 26,000 people. He says the figures are conservative. The most important industries in Oregon are:

Lumber and timber.
Flour and grist mills.
Slaughtering and meatpacking.
Printing and publishing.
Lumber and planing mill products, including sashes, doors and blinds.
Canning and preserving, including fish.
Foundry and machine shops.
Cheese, butter and condensed milk.
Paper and wood pulp.
Bakery products.
Car and general shoe construction and repairs by steam railroads.
Malt and liquors.
Woolen goods and clothing.
Shipbuilding.
Paints and oils.
Leather and leather goods.
Bric and cement.

Creamery Business Develops.

Perhaps the greatest stride in the past few years has been made in the creamery business. It is estimated that the product of cheese, butter and condensed milk at the present time is ten times greater than it was in 1905.

The furniture business also has been greatly advanced; a large number of factories being located in Portland with an annual output of over \$1,000,000. Perhaps no industry offers such an advantageous field for development as does the furniture business. Owing to the fact that power is cheap, transportation the best on the Pacific coast, and the close proximity of all the hard woods for the cheap and medium grades of furniture, Portland is apparently destined to become the greatest furniture manufacturing center on the Pacific coast. Owing to the fact that hard woods from Siberia and Jar are now being imported, the furniture industry is sure to enter a great change for the better for the manufacture of higher grades.

Iron Plants Are Active.

Portland is rapidly becoming a center for iron manufacturing of all kinds. Local plants are doing an immense amount of work to supply the demands in the vast territory which is tributary to this city, 250,000 square miles.

During the past year the Manufacturers' association has brought to Portland several large manufacturing enterprises, which have added greatly to the payroll of the city, to its general prosperity, and added to its importance as a manufacturing center.

The association was instrumental in locating and securing capital for the immense cement plant which C. W.

Nibley and associates will locate here. The plant will not be completed until some time next year, but when in operation it will manufacture something over a thousand barrels of cement a day and will employ over 200 men to start with. Mr. Nibley has with him in this enterprise some of the best known business men in Utah and Idaho and a number of the best known capitalists in Portland have subscribed to the stock of the company.

Portland Logical Location.

The Star Drilling & Machine company of Akron, Ohio, was brought here by this association in competition with several other Pacific coast cities. President Linn of the Manufacturers' association spent much time with the representatives of the Star Drilling & Machine company and finally succeeded in showing them that Portland was the logical point for the location of their plant.

The Pettet Feather company was organized here after the officers of the Manufacturers' association had gone over the situation with them. Mr. Pettet had intended going to another city, but after consultations with the officers of the association, decided to remain here. His factory is now running.

The Carman Manufacturing company of Tacoma, one of the largest manufacturing concerns on the Pacific coast, was brought here partly through the efforts of the Manufacturers' association. Its Portland plant will be in operation in a short time. The Carman Manufacturing company now operates plants at Tacoma, Spokane, Seattle and Portland.

It is understood that a number of large companies are figuring on locating here within possibly next year, negotiations with that end in view having been opened by them with the Manufacturers' association recently. There is almost any amount of raw material waiting for manufacture. With the establishment of the immense meat packing plants now under construction, there will follow a number of by-products. This will offer employment to thousands of people in addition to the large forces that will be employed in the slaughterhouses and canneries. Increasing attention to fruit raising is opening new fields for conservation establishments.

Examination of the records in the

office of the collector of customs forms a striking illustration of the fact that the balance of trade is greatly in favor of Portland, for while during the fiscal year ending June 30, 1908, imports aggregated a value of \$3,758,752, exports reached the handsome aggregate of \$17,658,819. And in this connection it might be stated that nearly every article of export was drawn from the state's own native resources. The value of articles brought here from eastern or middle states for export if deducted from the sum total, would not reduce it more than \$200,000 at the most for the year.

Following are the principal exports, by commodities, for the fiscal year ending June 30, 1908:

Exports by Commodities.

Commodity	Quantity	Value
Autos and cycles	1,480,877	\$0.558
Barley, bushels	795,375	\$18,123
Cotton, pounds	554,696	\$5,447
Lumber, M. ft.	109,588	1,408,492
Wood Mfrs. other Machinery	12,149	173,133
Paper, printing, pounds	30,558	\$1,468
Tobacco, pounds	258,554	\$1,468
Wheat, bushels	13,411,581	12,953,767
Wheat Flour, barrels	858,845	3,148,434

Smaller quantities of fruits, meats,

vegetables, nursery stock, etc., make the total exports fiscal year \$17,658,819.

An idea of where these articles were bought will be gained from the following table showing the value of exports to the respective countries, where Oregon products and manufactures are in demand, for the fiscal year ending June 30, 1908:

Exports by Countries.

Country	Value
Australia	\$491,009
British Empire	\$2,793
China, Japanese	\$20,178
Chinese Empire	\$40,565
East Indies, Dutch	\$5,544
Panama	\$8,244
Egypt	\$12,275
Hongkong	\$2,029,979
India	\$1,982,547
Korea	79
New Zealand	\$9,500
Peru	\$5,781
Philippine Islands	\$29,132
Russia Asiatic	\$30,143
British East India	\$25,437
United Kingdom	\$10,658,915
Total value	\$17,658,819

The following table shows from which countries Portland does its chief buying, the figures being for the fiscal year ending June 30, 1908:

Imports by Countries.

Country	Value
Australia	\$135,061
British Empire	\$1,715,665
Belgium	\$792,323
British India	\$1,476
Canada	\$15,476
China	\$111
Chile	\$128,778
Chinese Empire	\$15,511
Cuba	\$1,577
Denmark	\$10,858
Dutch East Indies	\$1,898
France	\$78,585
Germany	\$6,485
Greece	\$179,990
Hongkong	\$10,858
Italy	\$90,263
Japan	\$223
Korea	712
Malta	6,295
Mexico	\$16,408
Netherlands	\$10,858
New Zealand	\$139,318
Norway	447
Philippine Islands	\$2,010
Russia	\$143,541
Spain	\$4,709
Strait Settlements	\$1,159
Sweden	\$1,159
Switzerland	\$681
Turkey in Europe	\$85,530
United Kingdom	\$3,758,752
Total value	\$3,758,752

To illustrate what Portland buys from these foreign countries, the following table is given, showing imports by commodities for the fiscal year ending June 30, 1908:

Imports by Commodities.

Commodity	Quantity	Value
Bags Jute, pound	8,053,684	\$563,781
Burley, pound	4,130,971	\$83,593
Cement, pounds	194,600,000	\$8,908
Coal, tons	54,408	\$1,815,889
Coke, tons	3,863	\$19,023
Coffee, pounds	86,399	\$10,858
Earthenware	109,845	\$1,159
Firebrick, tons	2,273	\$4,111
Iron, tons	7,208	\$154,028
Malt liquor, gals.	9,928	\$8,215
Manilla, tons	911	\$25,098
Other fiber, tons	302	\$1,159
Matting, sq. yds.	1,182,254	\$1,159
Oil, nut, gals.	10,535	\$5,770
Oil, olive, gals.	6,181	\$21,481
Rice, pounds	2,494,408	\$2,010
Silk, raw, pounds	46,416	\$24,013
Spices	26,314	\$2,010
Sulphur, tons	4,751	\$4,928
Tapico, pounds	268,624	\$5,922
Tea, pounds	1,428,000	\$23,881
Tin, pounds	378,257	\$2,010
Toys	58,927	\$1,159
Woods, Mfr.	17,126	\$1,159

Smaller quantities of cotton, metal, silk and wool manufacture, etc., make up total imports for fiscal year \$3,758,752.

Wheat Forms Lion's Share.

As shown by the above statistics, wheat constitutes the lion's share of Portland's exports, the value of that commodity alone being about two

thirds of the whole. This immense wheat movement has earned for the port the distinction of being the second place in importance as a wheat shipping center in the United States several times recently, New York being at the head of the list. Seldom does the port fall below third place in this respect, Galveston and Philadelphia occasionally making a hard race for second place.

Large Vessels Carry Products.

To move this quantity of grain requires a large fleet of carriers. But they come here from all corners of the globe, sailing ships and steamers. Many a windjammer has been here seven or eight times in the wheat trade, and there are few masters of 2000 ton sailing vessels who have not been here upon more than one occasion for a cargo of wheat.

The average sailing vessel in this trade carries about 90,000 bushels, while the average tramp steamer gets away with in the neighborhood of 200,000 bushels. This year, particularly, the bulk of the wheat has been moved by steam tonnage, owing to the condition of the freight market. Most of these steamers draw between 25 and 26 feet loaded and they have experienced no trouble getting in or out of the river. In fact, ship masters themselves often express surprise at the excellent condition of the channel to the sea, with Portland 110 miles from the mouth of the river.

To handle the shipping of the port requires the employment of about 3000 men in all. Among these are grainhandlers, dock men and stevedores. Their number has been greatly augmented during the past few years because while the foreign business has shown a steady increase, the coastwise business has shown a much heavier percentage of growth.

Heavy Coastwise Traffic.

There are now four regular steamers plying between the port and San Francisco. In addition to these there are half a dozen steam schooners operating independently as the conditions demand between the two ports. Two steamers play regularly between Portland and Coos Bay and a third makes regular trips between Portland and Eureka, Cal., calling at Coos Bay both ways.

Two steamers carry on communication between this city and Tillamook, the famous dairy country of the Pacific coast, and one of the lines operating between Portland and San Francisco extends its run as far south as San Pedro, Cal. Another line of large steamers operating between coast ports and Salina Cruz, Mexico, touches at Portland, giving direct communication with the Atlantic coast by way of the Tehantepec railroad. Four large liners of 7000 tons capacity each, operate regularly on a 25 day schedule between Portland and ports in Japan and China. Another line of large freighters calls here for freight for Australia and New Zealand, the exports to the antipodes from here being principally lumber. These steamers also carry in the neighborhood of 6000 or 7000 tons each.

A fleet of steam schooners is busily employed carrying lumber and wheat from here and points on the lower Columbia to California. Some of them bring general cargo on the trip. These boats have an average capacity of 700,000 feet of lumber.

UNTIL within the past 10 years Portland was looked upon largely as a commercial center and a city of homes. Manufacturing was not one of its chief assets. Nature's bountiful resources were harvested and largely disposed of in their crude state and wealth poured into the country. Farmers gained financial independence and tradesmen did well, but it did not furnish labor for the masses.

This fact impressed itself more deeply upon the newcomers from the east and elsewhere than upon the people who had grown up with the country, so to speak, and gradually the subject of home manufacture was given attention. Results have been surprising; one after another factories have sprung up until now the city boasts of being not only a community backed by overflowing resources, but a manufacturing center as well.

Manufacturers' Association Work.

To invite needy factories, to stimulate, assist and encourage the manufacture and consumption of home products, public spirited business men organized the Manufacturers' association some years ago, and it set the ball rolling. Work in its chosen field continues unabatingly and in a steadily increasing measure.

The association has a large membership and its affairs are conducted by the following executive committee: David M. Dunne, chairman; William H. Morrow, Charles Cooney, A. E. Gantenbein, and John Montag. The officers are: Fletcher Linn, president; Oscar E. Heime, vice president; W. H. McMonie, treasurer, and Sydney B. Vincent, secretary. Headquarters are maintained in the Chamber of Commerce building, where letters of inquiry are received daily from parties seeking new fields of operations or investment. Thus many institutions have been brought to aid the upbuilding of the city and state and to assist in the development of the natural resources.

New Manufactories Welcomed.

While there is said to be no crying need for any one particular line of manufacture, the old saying that there is always room for one more or at the top holds good here as well as anywhere else, and for that reason new legitimate undertakings are welcomed. The rapidly multiplying population creates new fields from day to day, so that where perhaps today the field is fairly well covered, tomorrow there will be an opening.

Value of Conservation.

It is a spectacle that should serve as a danger signal sign on the highway of Oregon's destiny. Our water supply is of far greater importance to us than any other natural resource, for only upon it depends every other function of life; its development is primarily the foundation of all industrial and commercial wealth. Unless the people of this state take prompt and determined action water powers of priceless value that in all justice belong to the people will soon be in the hands of a few.

When the wood, coal, oil and other exhaustible resources are depleted and we have to turn to the only perpetual source of energy--water power--what will be our chagrin and surprise to find all the favored sites owned, controlled with an incontestable right by the so-called predatory interests! Yet this is one of the eventualities of the future. What a toll can then be levied upon the people for the common comforts of life! What a rich reward for the individuals who waited all these years, persistently posting their notices every six months.

Would you witness specific instances of the tragedy of our rivers--hundreds of thousands of horsepower going to waste; wasting, perhaps, until seized upon by the "soulless" corporation?

A few miles to the north of Mount Thielsen, whose altitude is 6300 feet, Cascade range, in Klamath county, is the headwaters of the Deschutes river, Oregon's most marvelous stream. Dropping from its lofty origin 200 miles to Celilo, its confluence with the Columbia, it plunges on its way through the agricultural and stock districts of Crook and Wasco. The roaring volume of water that dashes through miles of precipitous canyon is the accumulations of 9000 square miles of drainage area. Over a million horsepower could be developed from this river--over 40 times that at present developed at Niagara Falls.

Dams and power plants could be built to follow each other in succession for 140 miles without fear of damage by flood or shortage of water. The farmer and municipality could forever be exempt from paying taxes to the predatory landlord; manufacturers could utilize this divine gift and it could indeed be said, "Oregon products against the world, for who can compete?" One million horsepower available--none developed.

The Willamette river and tributaries gird the richest portion of Oregon--the Willamette valley--virtually forming a network over the counties of Multnomah, Clackamas, Marion, Yamhill, Polk, Linn, Benton and

OREGON'S WATER POWER

Nearly Three and a Half Million Horse Power in Oregon's Streams--The Great Value of Conservation--Irrigation and the Farmer.

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A few miles to the north of Mount Thielsen, whose altitude is 6300 feet, Cascade range, in Klamath county, is the headwaters of the Deschutes river, Oregon's most marvelous stream. Dropping from its lofty origin 200 miles to Celilo, its confluence with the Columbia, it plunges on its way through the agricultural and stock districts of Crook and Wasco. The roaring volume of water that dashes through miles of precipitous canyon is the accumulations of 9000 square miles of drainage area. Over a million horsepower could be developed from this river--over 40 times that at present developed at Niagara Falls.

Dams and power plants could be built to follow each other in succession for 140 miles without fear of damage by flood or shortage of water. The farmer and municipality could forever be exempt from paying taxes to the predatory landlord; manufacturers could utilize this divine gift and it could indeed be said, "Oregon products against the world, for who can compete?" One million horsepower available--none developed.

The Willamette river and tributaries gird the richest portion of Oregon--the Willamette valley--virtually forming a network over the counties of Multnomah, Clackamas, Marion, Yamhill, Polk, Linn, Benton and

Value of Conservation.

It is a spectacle that should serve as a danger signal sign on the highway of Oregon's destiny. Our water supply is of far greater importance to us than any other natural resource, for only upon it depends every other function of life; its development is primarily the foundation of all industrial and commercial wealth. Unless the people of this state take prompt and determined action water powers of priceless value that in all justice belong to the people will soon be in the hands of a few.

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