

PORTLAND'S HARBOR VISITED BY SHIPS OF ALL NATIONS

TRANSPORTATION BY WATER IS BIG TRADE FACTOR FOR THE CITY

Columbia and Willamette to Be Put to Greater Use as Business Channels.

By Fred Lockley.
THE Columbia River valley is larger than the German empire. It contains 254,388 square miles, 214,993 square miles of this area being in the United States.

The Columbia river is the only American river that can accommodate the battleships of the United States navy a hundred and twenty miles inland. It is the second in volume and commercial importance of all North American rivers. It is the great Pacific gateway for water transportation and furnishes a water grade for the railroads into the interior.

It is easier to move freight through the doorway than to bring it over the transom and on all other railroads, except those following the Columbia, the freight is being brought in over the transom.

The Columbia river passes through the Cascade mountains at an altitude of only a hundred feet above sea level. One can get a better idea of the importance of water transportation when one realizes that at least half of the standing timber in the United States is in the Pacific northwest and that Oregon alone contains not less than 20 per cent of the uncut timber of the United States.

What the Columbia and Willamette rivers mean to Portland is seen in the fact that the largest cargo of lumber ever floated was loaded at Portland and went down the Willamette and Columbia rivers.

Last year Portland mills cut 622,974,000 feet of lumber. Astoria, St. Johns, Linnton and Rainier brought the total cut up to 830,388,906 feet. Portland shipped by water, for domestic use, 78,725,008 feet, and for foreign use, 111,247,475 feet. Including the lumber shipped from Columbia river points for domestic and foreign use, Oregon shipped by water during the year 496,078,641 feet, which with the other shipments from the Oregon coast points, brought up the total shipment for the year to 721,601,657 feet. These figures are impressive in showing the present extent of our use of our inland waterways.

Why River Transportation Is Essential.

No stronger reason can be shown for the employment and use of the Willamette and Columbia rivers than the fact that it takes one dollar to carry a ton of freight on the average road, ten miles; the same ton of freight can be carried on a railroad one hundred and twenty-seven miles and a half; on the waters of the Great Lakes it can be carried for twelve hundred and fifty miles for the same dollar, and by river barges over two thousand miles. In Germany four-fifths of the inland freight traffic is carried by water. It has cheapened her products so that other nations can hardly compete with her in selling abroad.

There are a considerable number of foreign steamship lines operating out of Portland, but the opening of the Panama canal will bring more.

At present there are the Hamburg-American line to Europe via the Orient and the Suez canal; the Royal Mail Steamship line, going to Europe via the Suez; the East Asiatic company, sailing under the Danish flag, coming here regularly and operating to Europe via Suez canal; the Harrison direct lines to Europe, via Cape Horn, is now taking traffic only to Portland, but after the completion of the canal it will handle both freight and passengers; the Maple Leaf line, which also goes to Europe via the Horn, now enters irregularly and handles freight only; the American-Hawaiian line of the Atlantic seaboard via the Isthmus; the Lukenbach Steamship company also handles traffic for the Atlantic seaboard via the Isthmus of Panama; W. R. Grace & Co., who now operate from Portland irregularly, will have a regular run after the canal is opened. Another boat will operate to the South American coast upon the completion of the canal. The Boston-Pacific line will run regularly upon the completion of the canal, plying from Boston to the north Pacific seaboard. The China Import and Export Lumber company has a lumber line to Japan and China, bringing hardwoods and general cargo to Portland and taking out soft woods as return cargo.

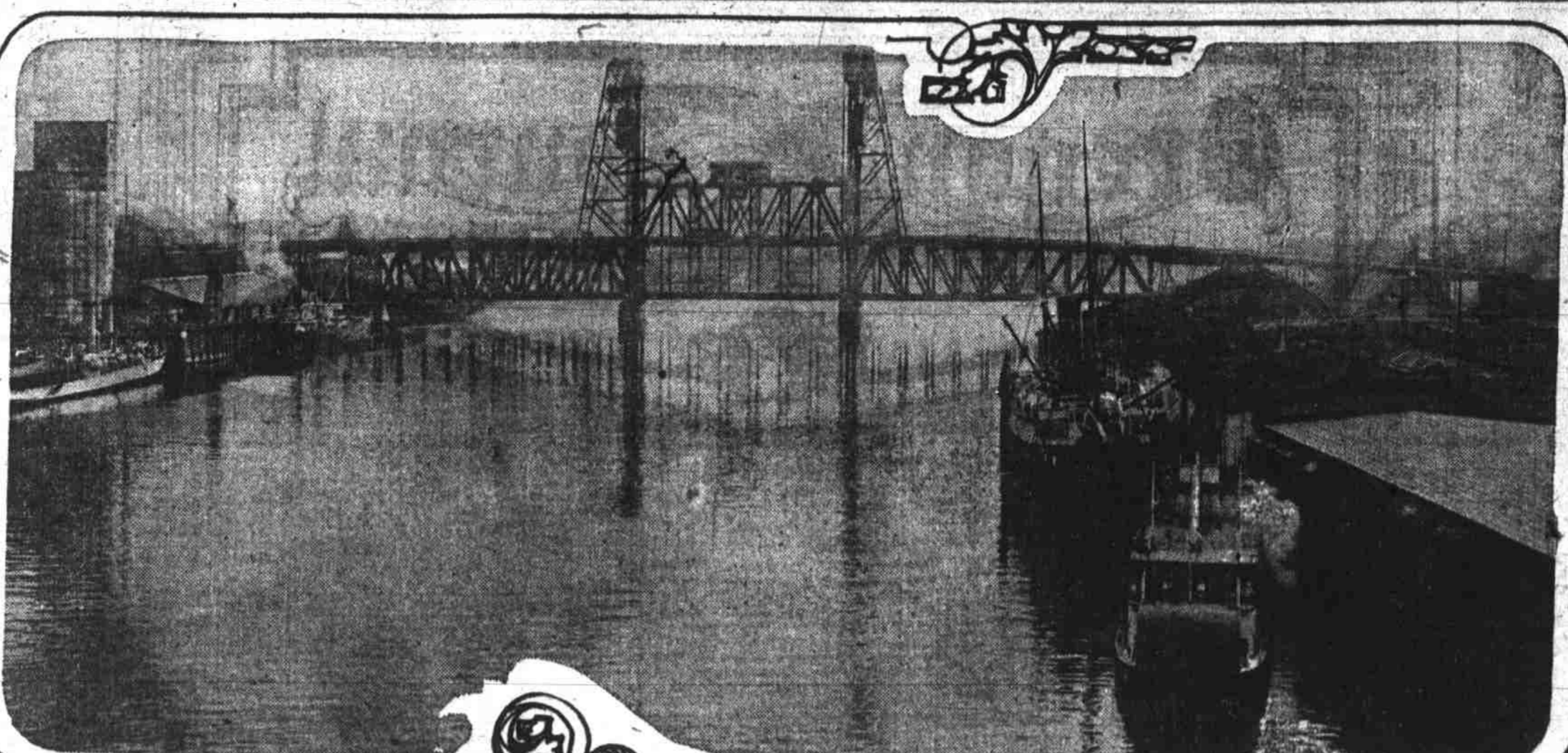
E. J. Dodge is operating a steam schooner line out of Portland. Forty of these vessels have made a hundred and eighty-six sailings this year from Portland to coast points. Announcement was made recently that a steam schooner service will be opened early in the year between Portland and southern eastern Alaska. The Arrow line, operating to San Francisco, carries grains and lumber to the California coast. The San Francisco and Portland Steamship company handles both passengers and freight traffic on the three splendid boats, the Bear, the Beaver and the Rose City. The Roanoke, Alliance and Yucatan, flying the flag of the North Pacific Steamship company, also operate out of Portland to coast points.

The Portland and Coos Bay Steamship company's vessel, the Breakwater, plies between Portland and Coos Bay. The gas schooner Mirene plies between Portland and Yaquina Bay. S. Elmore & Co. operate two lines plying to coast points. The Ahweneda sails between Portland and Yaquina Bay.

Mill Steamers Building.

James J. Hill, the greatest figure in the broad world today, with his keen insight, has realized the value and importance of water transportation in connection with the service of his railroads. There are now building two ships, at a cost for the two of \$5,000,000, to be placed on the run from the mouth of the Columbia river to San Francisco. No finer or faster ships will sail under the American flag. Each of these vessels will have a displacement of 12,000 tons and will have a speed of 23 knots in the open sea. These steamers will be when loaded will draw 21½ feet, and will make the run to San Francisco from Astoria, in 22 hours, one leaving Astoria every other day. Each vessel will have accommodations for 300 passengers. Connections will be made with the S. P. & S. trains at Astoria. In November announcement was made of the organization of the Douglas Fir company, to operate under charter a fleet of boats to carry lumber and lumber products to Australian ports. And more will follow.

Portland is the headquarters for a large number of steamboat lines. The



UNITED KINGDOM IS LARGEST BUYER OF PORTLAND'S EXPORTS

Japan and China in Second and Third Places as Customers of This Port.

THE country to which most of Portland's exports were sent during the fiscal year ending June 30, 1913, was the United Kingdom. During that period exports to the value of over \$7,000,000 were sent to the British Isles. Next came Japan to which was shipped over \$2,000,000 worth of goods, China was the next best customer, taking more than one and a quarter million dollars worth of goods.

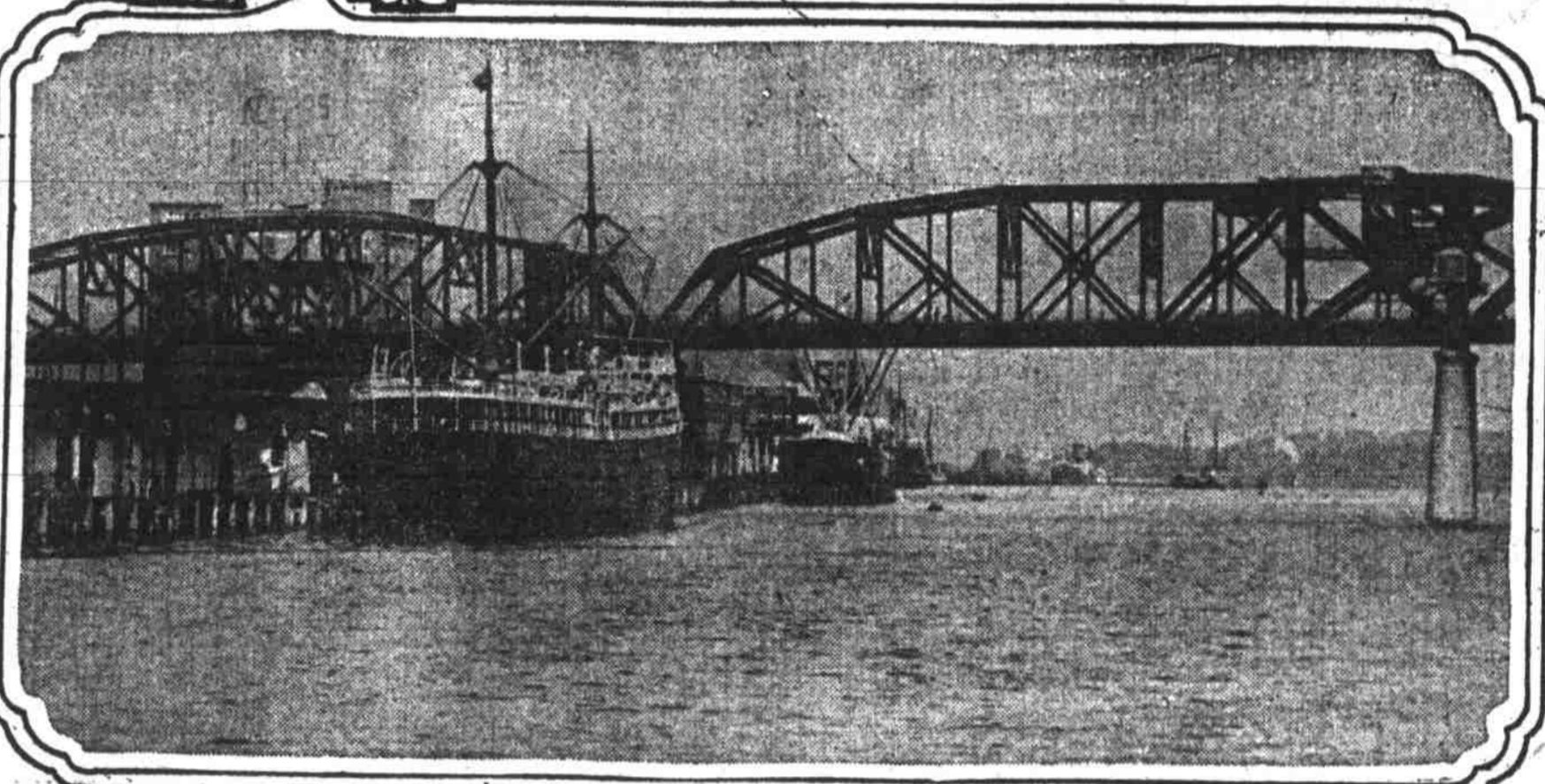
The countries from which the most goods were imported were India, Japan, Germany and the British Isles, in order named. The import which leads all others in value was burlap, of which were imported 6,651,936 pounds, worth \$463,911. Next came jute, of which were imported 4,689,358 pounds, valued at \$405,535. Coffee came next, of which 1,936,518 pounds were imported, valued at \$170,803. Rice, spices, tea, matting, silk and sulphur helped to make up most of the balance.

The following tables show the value by countries of exports and imports for the last fiscal year:

Exports, by Countries.	
Africa, British South	16,887
Australia	429,029
Belgium	239,093
China	565,230
India	15,952
Japan	127,316
France	11,719
Hongkong	14,029
Holland	1,329,300
India, British	124,998
Mexico	2,147,498
Netherlands	8,883
New Zealand	88,231
Oceanic, French	6,309
Peru	41,282
Philippine Islands	244,260
Russia, Asiatic	1,828
Sweden	1,427
Turkey in Europe	3,149
United Kingdom	7,123,784
Total	\$12,585,284

Imports, by Countries.	
Africa, British South	1,013
Australia	2,310
Belgium	1,428
Austria-Hungary	18,695
Brazil	48,208
Canada	198,463
Canary Islands	179, 30
China	89,112
Denmark	2,326
Cuba	18,314
Denmark	1,372
Egypt	72,785
Germany	239,492
Greece	19,623
Holland	171,419
Hongkong	82,202
India, British	10,541
India, Dutch East	15,415
Italy	37,460
Japan	544,227
Mexico	15,479
Netherlands	21,789
Norway	1,758
New Zealand	10,645
Oceanic, British	4,098
Panama	177
Peru	728
Philippine Islands	162,149
Russia, European	344
Spain	8,850
Straits Settlements	78,461
Sweden	14,414
Switzerland	342
Turkey in Europe	3,149
United Kingdom	320,654
West Indies, British	167
Total	\$3,203,639

Jones and Jessie Harkins ply between Portland and Washington points on the Washougal route. The Iralda operates on the Rainier route. The sloop Evie plies between Portland and Astoria. The Iralda, owned by the O. W. R. & N. Co., is on the run from Portland to Astoria. The Poona and Grahomana, operated by the Oregon City Transportation company, goes up the Willamette as far as Albany, touching at all way points on the river. The Bailey Gatzert and the Dalles City, operated by The Dalles, Postland & Astoria company, are on the run between Portland and The Dalles. The Willamette Navigation company operates the Ruth and N. R. Lang between Portland and Oregon City. The Lufine, owned by the Vancouver Transportation company, operates on the lower Columbia river, running between Portland and Astoria. The Lewis River Navigation company's boat, the Woodland, plies between Portland and St. Helens. The America is also on the St. Helens route, going to St. Helens via Willamette Slough. The Lewis River Navigation company runs between Portland and La Center. The Beaver



Top—View of Portland harbor, looking south from the Broadway bridge; O. W. R. & N. Co.'s bridge in the background. Bottom—Looking north in Portland harbor, showing section of the Broadway bridge.

owned by the Clatskanie Transportation company, operates between Portland and Clatskanie. The Joseph Kellogg is on the Kelso-Toledo route. The Tahoms, owned by the Peoples Navigation company, operates between Portland and The Dalles. The Shaver Transportation company operate the Shaver, the Sarah Dixon, the M. F. Henderson, the Cascade, the Wana and the No Wonder. This line is engaged in towing.

The law of commerce is that the commercial port of a region will be as near to the producer as the producer for the world's trade can go with a cheap long haul on water and the shortest land haul, either going into the country or coming out of it; that is why Portland, located in the midst of the producing area, is destined to be a great city, and the sooner she makes more extensive use of her water transportation, the sooner she will come into her destiny.

First Sheep in Northwest.
The first shipment of sheep to be brought to the Pacific northwest was brought in 1829 by Captain Dominis on his brig, the Owyhee. They were brought from California to the Hudson's Bay company at Vancouver, the intention being to found a herd in the Oregon country. Unfortunately, it was found upon arrival that all of the sheep were wetters.

During this same year some hogs were shipped from China and also a shipment from the Sandwich Islands, as well as some cattle which were brought from Fort Ross at Red river, so that

1829 saw the beginning of the stock industry in the northwest.
Oregon's Mineral Production.
In 1911 the United States geological survey credited Oregon with a production of \$633,407 in gold and silver value and \$770,041 in 1912. The production in 1913 for Baker, Grant and Malheur counties alone is closely estimated at \$2,319,000.

Portland's Temperature Is Mild.
The mean annual temperature in Portland is 53 degrees, as against 49 degrees in Boston, and 69 degrees in New Orleans.

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CAPITAL and SURPLUS \$2,000,000

EXPORTS FOR ELEVEN MONTHS OF 1913 ARE WORTH \$12,819,594

Shipments of Grain, Flour and Lumber Greater Than for 12 Months of 1912.

By H. E. Smith.
EXPORTS from Portland to various countries all over the globe made a good showing during the 11 months of the year, ending November 30, the total value of the merchandise shipped amounting to \$12,819,594. The total value of the wheat, flour, barley and lumber shipments for that period was \$12,328,798 and the general merchandise exported was valued at \$490,796.

There were several unusually good months during the period mentioned, the best being September when there were commodities to the value of \$1,888,029 set afloat and other months ranged up near that mark. April proved to be the smallest month with exports to the value of \$1,156,398. However, in this month there were no wheat nor barley shipments and both flour and lumber shipments were comparatively small.

Last January was the banner month in wheat shipments, 1,525,761 bushels, valued at \$1,326,057 being shipped. It was also the big month in barley, there being 854,357 bushels, valued at \$249,420, sent forth. In April and June there was no barley exported.

In every case of the principal exports they were greater for the 11 months this year than for the corresponding period of 1912. The total value of the flour, wheat, barley and lumber exports for that period was \$3,404,377 which was \$2,924,421 less than for the 11 months this year.

Exports from January 1 to November 30, inclusive, for 1913 were as follows: Wheat 5,756,132 bushels, valued at \$4,971,260; flour, 841,426 barrels, worth \$2,860,553; barley 1,008,812 bushels, value \$756,642, and lumber 100,959,473 feet, valued at \$1,115,922.

578 PRIVATE GARAGES BUILT FOR \$88,750

Construction of private garages was especially active this year. On the east side, approximately 625 garages were built at an average cost of \$150 each, which at this rate represents a total expenditure of \$78,750. On the west side, where the more expensive motor homes were built, permits were issued for the erection of 53 at an estimated cost of \$200 each, or a total of \$10,600. Combined, this brings Portland's private auto garage bill up to \$88,750.

Water Power Undeveloped.
State Engineer Lewis estimates that to produce in steam engines the water power now going to waste in Oregon would require the burning of \$144,000,000 worth of coal annually. Oregon Conservation commission gives undeveloped water power at 3,317,000 horsepower. Only 1 per cent of the state's water power is developed. Probably the largest and cheapest undeveloped water power project in the world is located in the Columbia river near The Dalles. Careful estimates by the state engineer show 200,000 horsepower can be developed.