

TAX SUPERVISING AND CONSERVATION COMMISSION

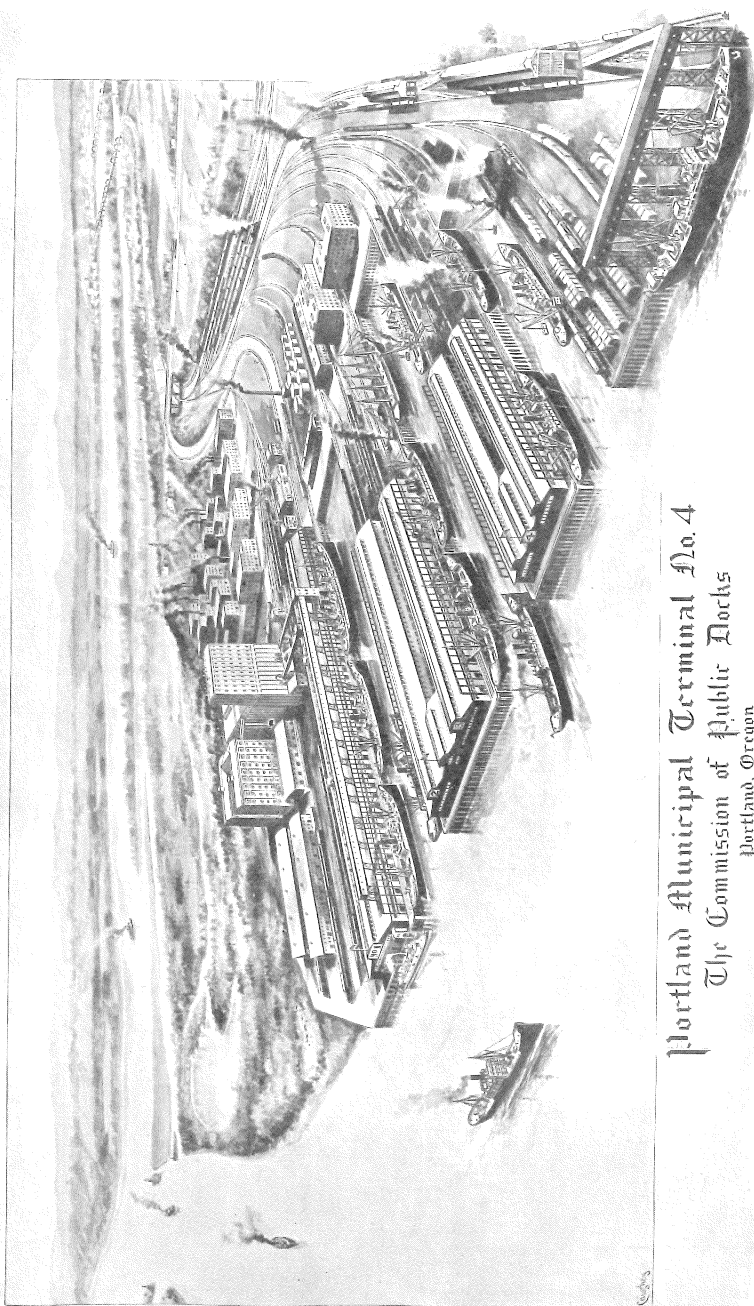
ANNUAL REPORT

of

The Commission of Public Docks

of the City of Portland, Oregon

Year Ended November 30, 1921



Portland Municipal Terminal No. 4
The Commission of Public Docks
Portland, Oregon

PERSPECTIVE OF PORTLAND MUNICIPAL TERMINAL NO. 4

Annual Report
of
The Commission of
Public Docks
of Portland, Oregon

YEAR ENDING NOVEMBER 30
1921

The Commission of Public Docks of Portland, Oregon

COMMISSIONERS

JOHN H. BURGARD, Chairman
F. C. KNAPP, Vice-Chairman
A. H. AVERILL
C. C. HINDMAN
IRA F. POWERS

Chief Engineer and Secretary

G. B. HEGARDT, M. AM. SOC. C. E.

PROPERTIES

MUNICIPAL TERMINAL NO. 1
FOOT OF FIFTEENTH STREET

MUNICIPAL TERMINAL NO. 2
FOOT OF EAST WASHINGTON STREET

MUNICIPAL TERMINAL NO. 3
FOOT OF PITTSBURG STREET

MUNICIPAL TERMINAL NO. 4
FOOT OF KELLOGG STREET

MUNICIPAL DRY DOCK
FOOT OF EDGEWATER AVENUE

MUNICIPAL STREET RAILWAY
JERSEY AND FESSENDEN STREETS TO
MUNICIPAL TERMINAL NO. 4

MUNICIPAL BOAT LANDING
FOOT OF WOODWARD AVENUE

MUNICIPAL BOAT LANDING AND EXECUTIVE OFFICES
FOOT OF STARK STREET

Annual Report of The Commission of Public Docks

Hon. George L. Baker, Mayor of the City of Portland, Oregon.

Sir: The Commission of Public Docks, in compliance with provisions of the City Charter, herewith submits its eleventh annual report, for the fiscal year ending November 30, 1921.

The organization of The Commission of Public Docks, at the close of the fiscal year, consists of the following commissioners: John H. Burgard, Chairman; F. C. Knapp, Vice-Chairman; A. H. Averill, C. C. Hindman and Ira F. Powers. F. C. Knapp, whose term of office expired December 7, 1920, was, by you, appointed to succeed himself for the term of five years. C. B. Moores, having tendered his resignation as a member of the Commission, Ira F. Powers was, on August 23, 1921, by you appointed to serve for the unexpired term of C. B. Moores, to December 7, 1924.

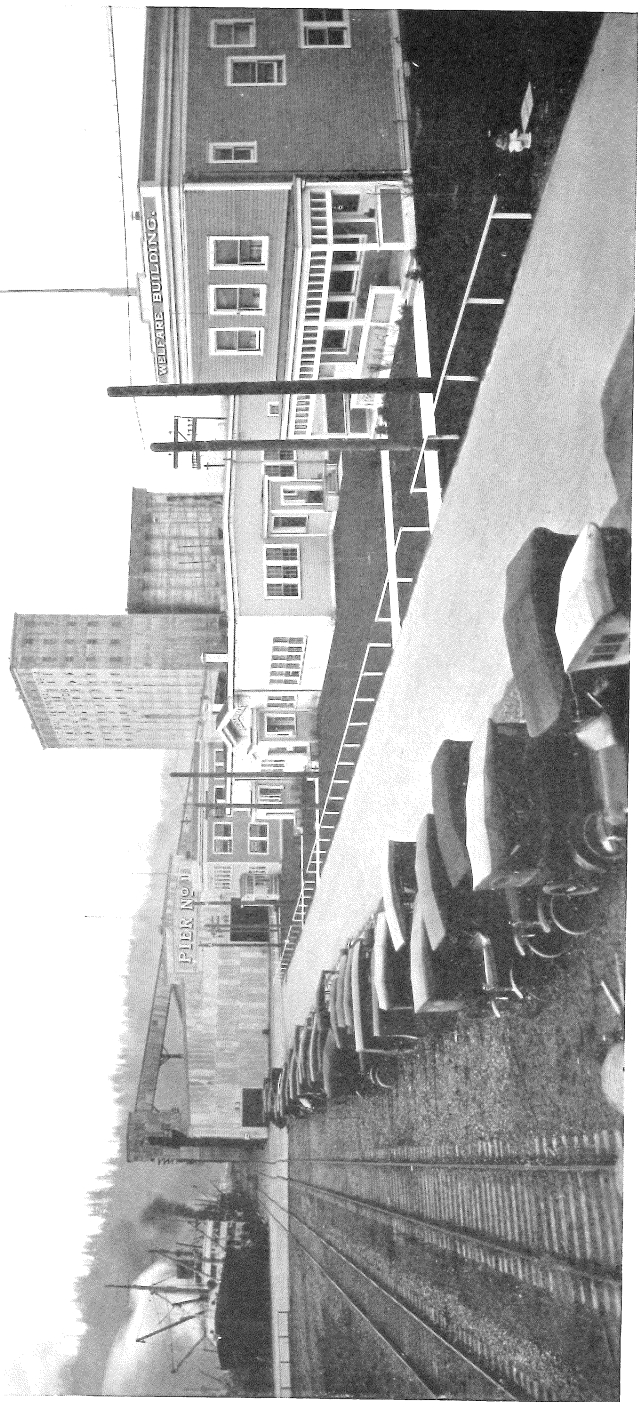
At the close of the fiscal year the Commission had disposed of \$2,400,200.00 of the \$2,500,000.00 Dock Bonds authorized by the electorate on November 8, 1910; \$2,500,000.00 of the \$3,000,000.00 Elevator Bonds authorized at the election held June 4, 1917, and all of Harbor Development Bonds authorized at the election held November 5, 1918, leaving at this time \$99,800.00 of Dock Bonds and \$500,000.00 of Elevator Bonds unsold. The total authorized bond issues for the provision of Municipal, commercial water terminal facilities of the port have, therefore, been \$10,500,000.00. Of this amount there had been expended to December 1, 1921, in the acquisition of terminal sites, dredging and filling operations, construction, equipment and for all other purposes, the sum of \$9,630,154.47.

In order that the annual report of the Commission may be as complete as possible and contain such detailed information as will be of value to present as well as prospective shippers, steamship lines and other commercial agencies throughout the world, who regularly receive this publication, the usual custom has been followed of including a full description of all facilities of the port, both municipal and private, together with a general statement of the port's channel approach, entrance and ship channel conditions.

MUNICIPAL PORT FACILITIES

With funds made available from the authorized bond issues, there have been constructed and are in operation the following terminal facilities:

Municipal Terminal No. 1: This terminal contains an area of



ENTRANCE TO PORTLAND MUNICIPAL TERMINAL NO. 4
Pier No. 1 and Grain Elevator in Background; Administration and Welfare Buildings and Restaurant in Foreground

11.85 acres, with a harbor frontage of 1075 lineal feet, on which there has been provided:

A quay dock of 955 feet in length, 300 feet of which has two levels. This dock is covered with a transit shed 935 feet in length and 100 feet in width.

A slip at the lower end of the quay dock, 120 feet in width and 484 feet in length, with a pier the full length of the slip and a transit shed 176 feet in width and 330 feet in length.

A warehouse in rear of the quay dock, 190 feet by 200 feet.

Total general cargo capacity of this terminal, 20,500 tons.

This installation furnishes a very compact terminal with rail trackage accommodating at one time seventy cars and a frontage affording berthing space for one 500-foot and two 450-foot vessels. It is located in the main railroad terminal district of the city. The mechanical equipment consists of one 20-ton locomotive crane, four electric dock winches, cargo hoists, freight elevator, electric tractors and trucks, conveyors and freight piling machines. All the structures are provided with automatic sprinkler system.

Municipal Terminal No. 2: Area of site, 3.64 acres and harbor frontage of 526 lineal feet, with:

A two-level quay dock, 526 feet in length covered with transit shed 100 feet in width the full length of the dock, trackage for the placement of twenty cars and capacity for 9000 tons of general cargo. The mechanical equipment consists of cargo hoists, 5-ton derrick, electric elevators and freight piling machines. This dock is protected by automatic sprinkler system.

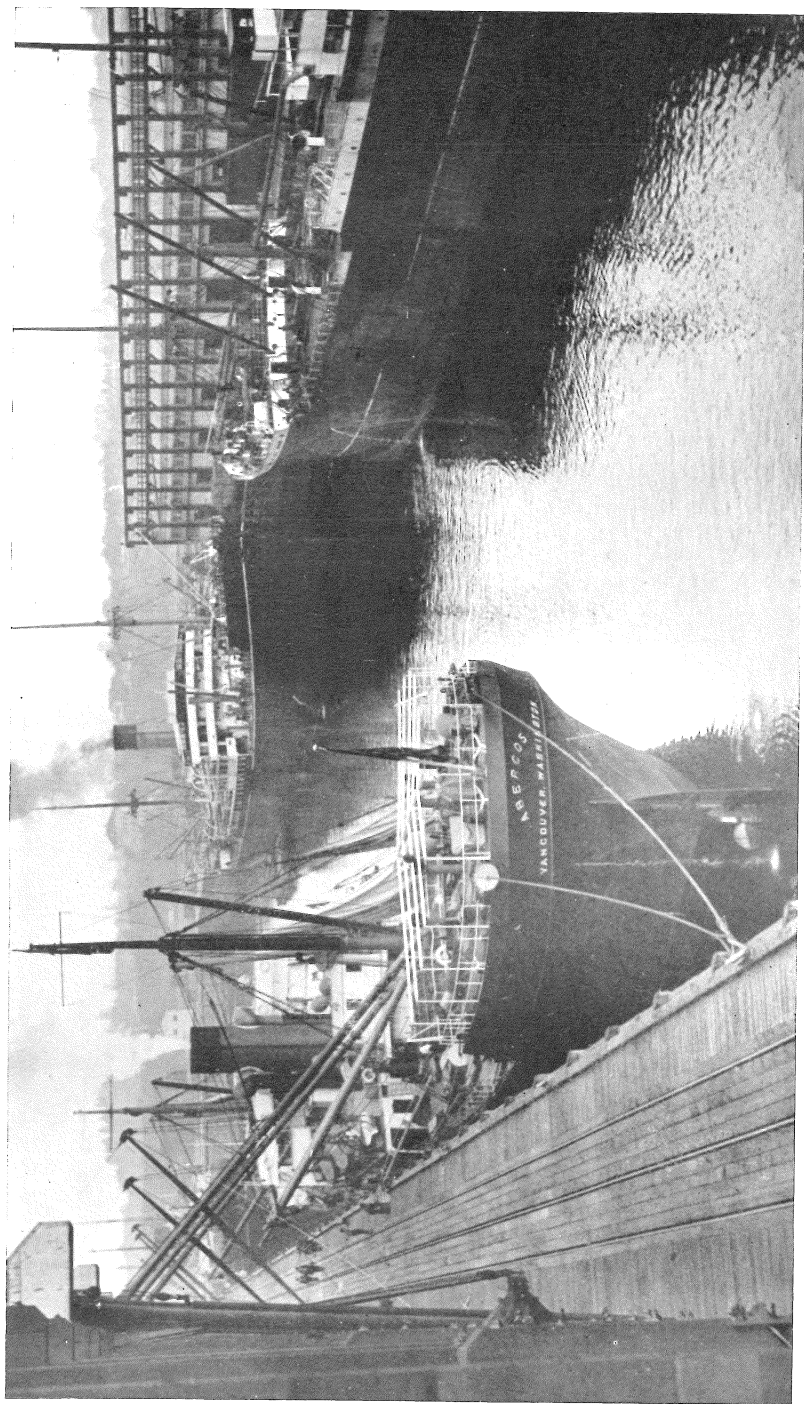
Municipal Terminal No. 3: Area of site, 2.64 acres and harbor frontage of 540 lineal feet, with:

A quay dock, 540 feet in length, with transit shed 100 feet by 440 feet, trackage facilities for 27 cars and general cargo capacity of 5500 tons. The original structure was acquired by the Commission when the former City of St. Johns was annexed to the City of Portland in 1915. Extensive improvements have since, by the Commission, been made to this terminal, such as trackage, fire protection, etc.

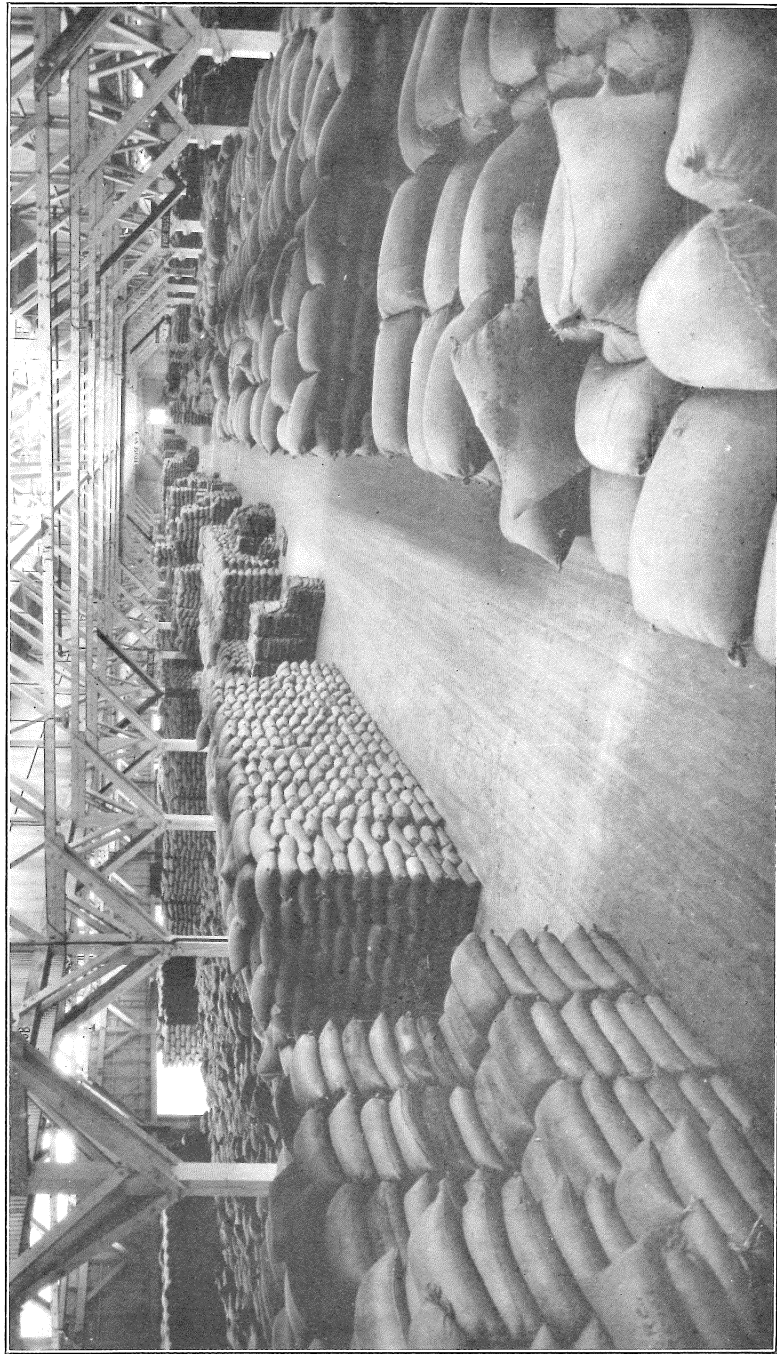
Motor Boat Landings: Two such were provided by the Commission, one at foot of Stark Street on the west side of the river, and the other at the foot of Woodward Avenue, on the east side of the river.

General Offices: A two-story, concrete building at the foot of Stark Street, for the accommodation of the Commission's executive departments.

The above construction program was completed in 1916 and practically all from the first authorized bond issue of \$2,500,000.00.



VIEW OF SLIP NO. 1, MUNICIPAL TERMINAL NO. 4—S. ABERCOS IN FOREGROUND LOADING BULK GRAIN



CARGOES OF SACKED GRAIN ASSEMBLED ON PIER NO. 1, MUNICIPAL TERMINAL NO. 4

440

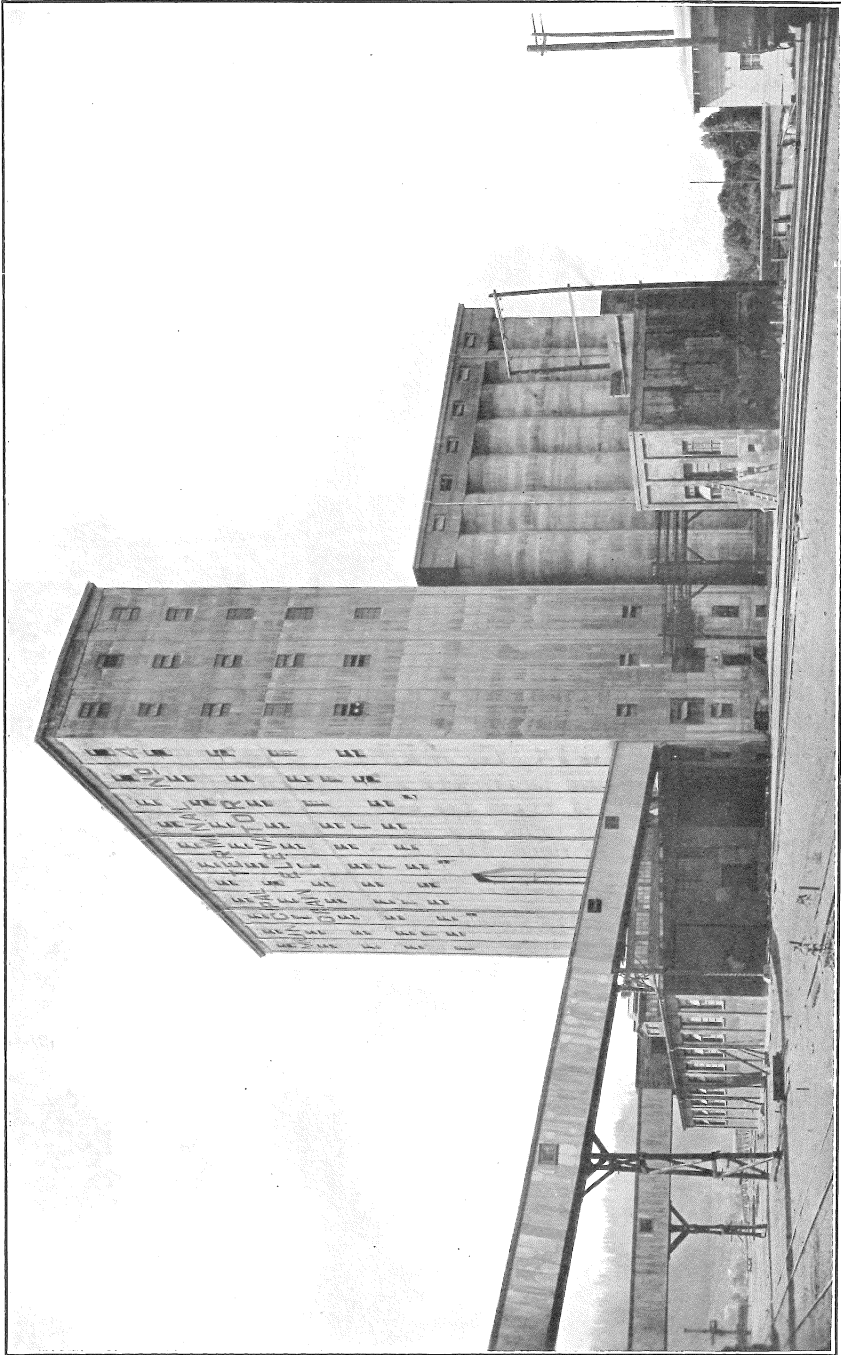
The approved plans for the development of this trans-shipping terminal provide for the construction of five piers and three slips, with a combined berthing length of 9015 lineal feet, or the accommodation of seventeen 500-foot vessels at one time. In addition to the five piers, the approved plans also provided for a grain elevator, a vegetable oil plant, a bulk storage plant and other necessary terminal facilities, such as a large terminal and intra-plant trackage, and an industrial section of about 50 acres, open storage ground, etc.

In order to furnish a trackage adequate to serve the facilities already provided at this terminal, the Commission has constructed about eleven miles of tracks, which are being used by the facilities themselves and for the purpose of providing receiving or holding tracks for use by the switching railroad, which furnishes this terminal with one or two switches daily, depending on the volume of business to be transacted. Because of the necessity of being prepared to furnish vessels uninterrupted car service when required and thus give them all possible dispatch and quick turn around, the Commission has, for more than a year, maintained its own switching service, which has been of great value to and has been much appreciated by steamship lines.

But with the rapid growth of the business done at this terminal, and the necessity of furnishing switching service to a number of vessels at one time, there has arisen a duplication of switching which has become burdensome both to the switching railroad and the Commission and for the purpose of regulating this switching for greater efficiency and bring about a reduction in the economical handling of this service, negotiations are now under way whereby the Commission will take over all intra-terminal switching for which the Union Pacific, the switching railroad, will pay the Commission a stipulated per car switching or car spotting charge, the Union Pacific, under the proposed agreement, to simply deliver cars consigned to this terminal to certain designated holding or interchange tracks. The Commission, after such cars have been placed on its interchange tracks by the Union Pacific, will perform all switching in or about the terminal and return loaded or empty cars to the interchange tracks, from which the Union Pacific will receive and transport the cars to its own terminal yards.

It is expected that this switching agreement will soon be in force and should prove of great benefit to steamship lines and the shipping public.

The extensive use of this terminal is further evidenced by the fact that the transcontinental railroads, with the exception of Southern Pacific, have established a joint agency at this terminal and designated it as a station on their lines.



MILLION-BUSHEL GRAIN ELEVATOR, PORTLAND MUNICIPAL TERMINAL NO. 4

At the close of the fiscal year the following facilities had been provided and placed in operation at Terminal No. 4:

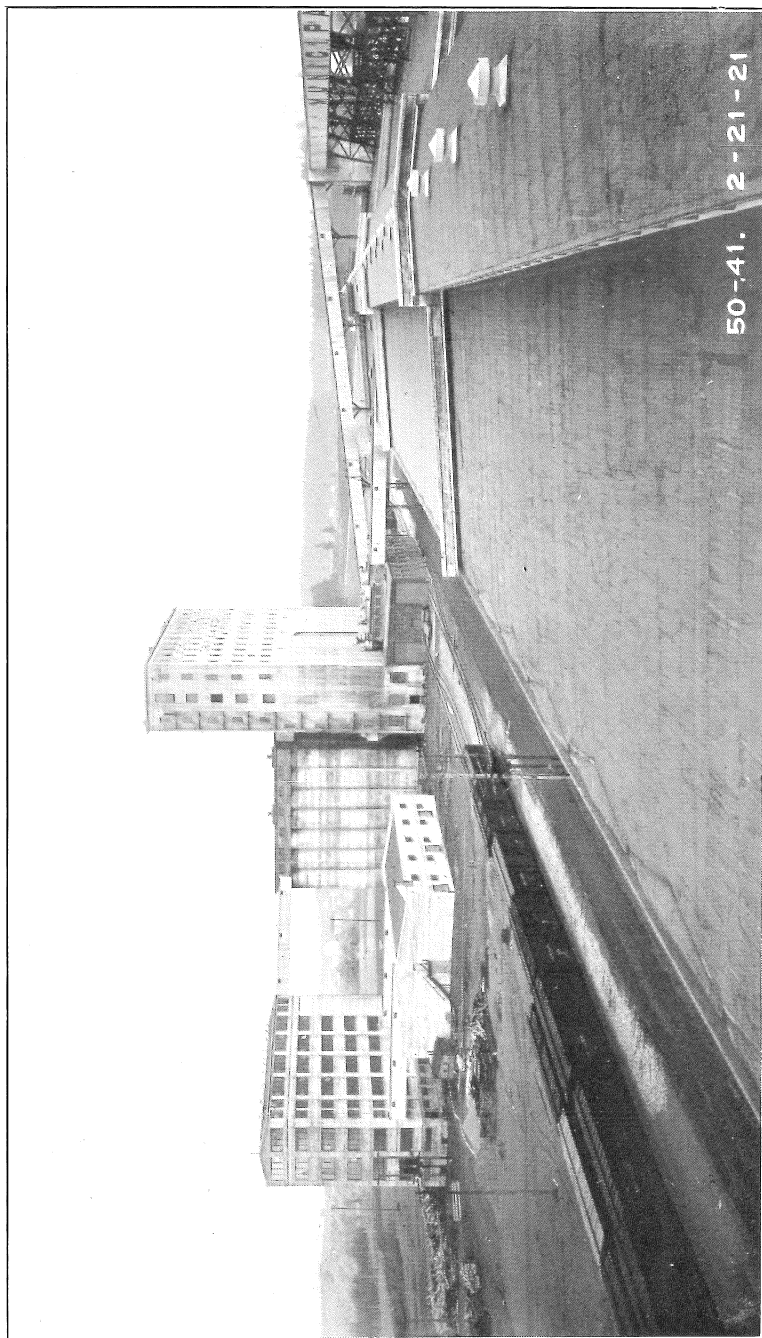
Grain Elevator: This elevator, which is of fireproof construction throughout, was completed in May, 1920. It was designed especially with the view of successfully handling and cleaning the many grades and varieties of wheat produced in the Pacific Northwest and in this connection provisions were particularly made to economically and quickly discharge the large quantities of grain which are shipped in in sacks, bulk handling of wheat not having, as yet, been to a considerable extent, adopted in the producing territory. The total storage capacity of the elevator is 1,053,800 bushels, of which 298,700 bushels is in the operating house and 755,100 bushels in the storage annex. The unloading capacity is 120,000 bushels in eight hours and the elevator has a trackage for holding 70 loaded and 90 empty cars at one time. Delivery of bulk grain to vessels is in excess of 25,000 bushels per hour. Electric power is used in operation, each circuit operating separately, with electric signals and telephones throughout the plant. The operating house was constructed of sufficient capacity to take care of a future additional storage of 1,000,000 bushels.

Pier No. 1: This pier is 1500 feet long and 225 feet wide, and is a two-level structure for a distance of 600 feet, at the outer end. The transit shed is 180 feet wide and covers the entire length of the pier, or 1500 feet. The outer 600 feet of this pier is used principally for the handling and storage of grain received in sacks, or to be sacked for re-shipment by water. This section of the pier has two sacking bins on the upper level, filled from the elevator by the shipping belts, and under the pier shed floor there is a conveyor belt running nearly the full length of the pier, on which grain from sacks can be cut in and carried to the elevator for cleaning and smutting and storage, if so required. From the two-belt shipping gallery at front of the pier, fourteen spouts permit the loading of two vessels at one time with bulk grain.

Track facilities are provided at both front and rear of the pier, at the latter place two depressed tracks, with provision for a third track, as business develops.

With proper allowance for trucking space and gangways, this pier has capacity for 35,000 tons of general cargo, or 56,000 tons on the basis of grain and flour.

Pier No. 2: This pier, which is also 1500 feet long and 225 feet wide, is covered with a transit shed on its outer half, 750 feet long and 180 feet wide. The uncovered one-half portion of the pier is used mostly for the accommodation of heavy bulk freight. Double tracks are provided both at front and rear of the pier. The capacity



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MILLION-BUSHEL GRAIN ELEVATOR AND EAGLE FLOURING MILLS IN REAR OF PIER NO. 1,
PORTLAND MUNICIPAL TERMINAL NO. 4

of the shedded portion of this pier is proportionately the same as that of Pier No. 1.

Slip No. 1, which serves Piers 1 and 2, is 1500 feet long and 280 feet wide, and is dredged to a low water depth of 30 feet.

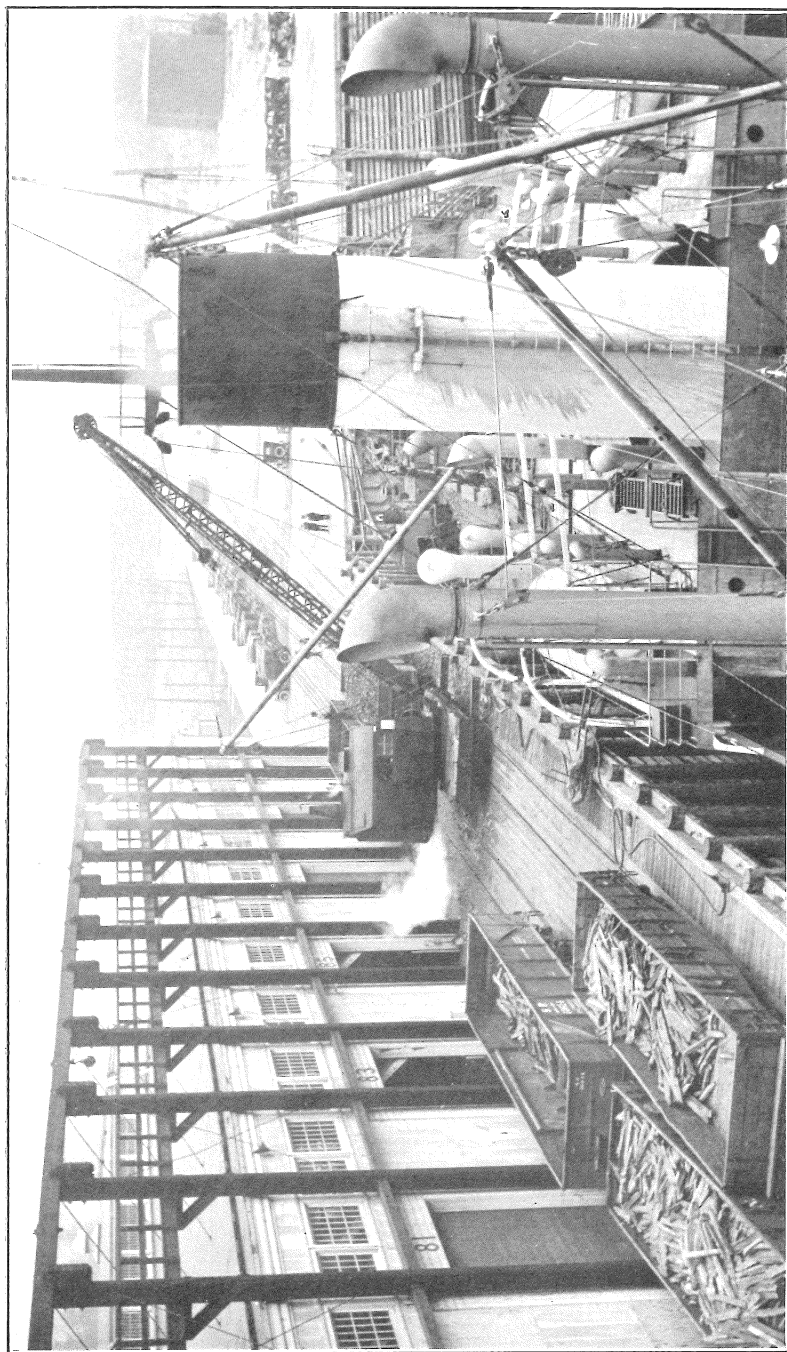
Pier No. 5: This pier consists of a quay dock having a harbor frontage of 665 lineal feet and a pier proper 900 feet long, or a total berthing space of 1565 lineal feet. In the rear of the quay dock and pier a fill of approximately 6.3 acres was made for the purpose of furnishing necessary space for the construction of the large bulk storage plant and providing a large area for open storage of such bulk commodities as lumber, logs, sulphur, coal, etc. An extensive trackage is available on this pier for the economical handling and storage of these commodities.

Slip No. 3: For the joint use of Piers 4 and 5. Is 1000 feet long and 220 feet wide, with a low water depth of 30 feet.

Oil Bulk Storage Plant: For the handling and storage of vegetable oils and molasses, eleven steel tanks, on concrete foundation, were constructed and have a combined capacity of 1,092,000 gallons. Four of these tanks were designed especially heavy for storage of molasses, which commodity is shipped in as full cargoes from Hawaiian Islands. To furnish the necessary facilities for weighing oil and molasses as it is being pumped from vessels to the tanks, there were installed two bulk scale tanks, each of a capacity of 60 tons. The bulk storage plant is fully equipped with pumping mains from Piers Nos. 1 and 2, hot water, steam and compressed air pipes, tank car cleaning, filling and barreling facilities. Ten tank cars can be filled at one time.

Bulk Storage Plant: This plant, constructed on Pier No. 5, was completed in May, 1921. The installation consists of covered concrete bunkers, together with necessary car unloading devices and conveyors for handling materials. It was constructed primarily for the purpose of handling bulk phosphate rock, of which immense high-grade quantities are available in the port's tributary territory, but is capable also of taking care of other bulk material, such as coal, ores, etc. The storage facilities consist of eight separate concrete bins, which have a combined normal capacity of 18,000 tons of phosphate rock or 9000 tons of coal, with delivery to vessel at the rate of 300 tons of phosphate rock or 200 tons of coal per hour, through two traveling ship's towers operating along the harbor face of Pier No. 5. In addition to an extensive belt conveyor system, a special box car unloader is provided which discharges the contents of a box car into a hopper in about eight minutes. To insure an accurate check on materials handled through this plant, two Merrick weightometers have been installed, which have a guaranteed accuracy of 99 per cent.

Administration and Other Buildings: For the accommodation of



DIRECT TRANSFER OF ORIENTAL CARGO OF PIG IRON AND COKE AT PIER NO. 1, MUNICIPAL TERMINAL NO. 4

the Commission's terminal force, Government grain research work and branch office of the State Grain Inspection Bureau, a large two-story office building has been constructed, and for the purpose of enabling employees and others to obtain meals while working at this terminal, the Commission erected a restaurant building, seating 200 people, where meals are served at a reasonable price. Another convenience provided by the Commission is a welfare building with lounging rooms, hot and cold water and shower baths.

Heating Plant: A central boiler plant for the heating of Administration, restaurant and welfare buildings, piers and other structures of this terminal. This boiler plant also furnishes steam for heating and pumping vegetable oils and cleaning of pipe lines and tank cars.

Fuel Oil Tank: A tank of 55,000 barrels' capacity, located directly adjacent to the terminal, has been leased from the Union Pacific, with privilege of purchase. It has been connected by a 10-inch pipe line to Pier No. 5, where tankers may discharge fuel oil or vessels take on fuel oil.

Track Scale: To eliminate the necessity of having to transport cars to the railroad yards, which are some distance from the terminal, to be weighed before being loaded, a 150-ton standard railroad track scale was installed, which is being operated under the supervision of the Weighing and Inspection Department of the Transcontinental Freight Bureau.

Street Car Service: Terminal No. 4, being about one and one-half miles from nearest street car line, it was necessary for the Commission to construct its own line to furnish convenient transportation to and from the terminal. Regular service is maintained from 7 A. M. to 7 P. M., and special cars are run at any time, thereafter, when vessels are working. The Commission charges a five-cent fare each way on its line.

Industrial Section: The only industry which has been so far located on that portion of the terminal site set aside for industrial purposes, is a flour mill of 1200 barrels' daily capacity, with adjoining warehouse. These structures are of reinforced concrete and are directly connected with Pier No. 1 by belt conveyer for delivery of the manufactured mill products for water shipments. The mill has been fully completed and it is expected that it will be placed in operation in the near future.

Mechanical Cargo Handling Equipment: In addition to the cargo masts or cargo hoists provided along the face of the transit sheds on Piers Nos. 1 and 2, the Commission has at this terminal one 15-ton, one 25-ton and one 40-ton locomotive crane; one switch engine with a few flat and dump cars, electric trucks and tractors with trailers; electric elevators, freight piling and stacking machines; one-ton electric crane, etc. The bulk handling plant is elsewhere described.



IMPORT CARGO OF GLASS ON PIER NO. 1, MUNICIPAL TERMINAL NO. 4

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General: All terminal structures, with the exception of the grain elevator and the bulk storage plant, are protected by automatic sprinkler systems and all pier structures in addition have concrete fire walls at about 400-foot intervals, extending from low water to several feet above the shed roofs. The terminal has a large equipment of fire extinguishers, both hand and on wheels, fire hose, trucks, etc., and a fire marshal is permanently employed to supervise fire prevention, fire control and fire fighting measures at the municipal terminals, where fire drills are regularly held on frequent occasions.

At all municipal terminals vessels are supplied with city water at ship's side. The charge for supplying water to vessels is at the rate of \$1.00 for 5000 gallons or less, and for amounts in excess of 5000 gallons 20 cents for each additional 1000 gallons.

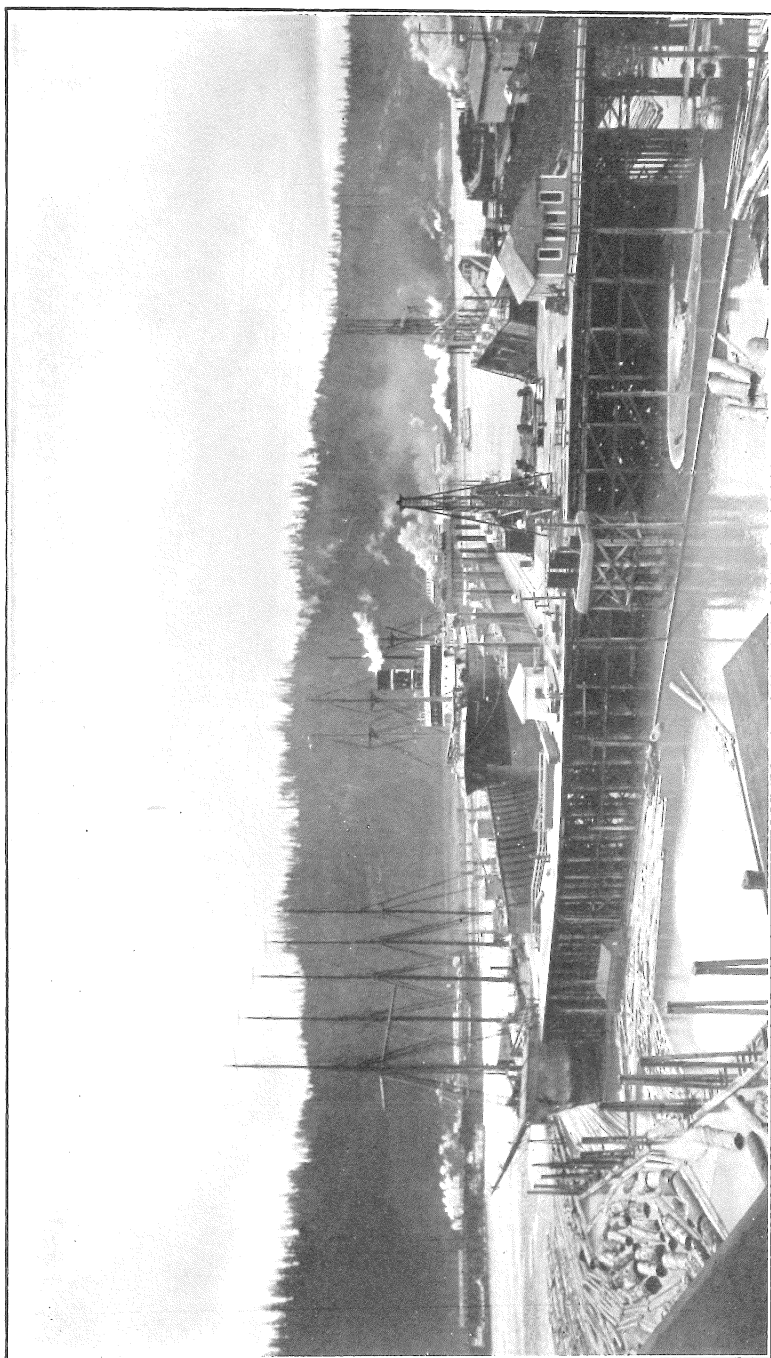
For the accommodation of vessels berthed at Terminals 1, 2 and 4, facilities have been provided for connecting such vessels to the terminal light circuits, for which service a charge is made, based on meter consumption, and for the convenience of vessels berthed at Terminals 1 and 4 a number of telephones have been installed along the face of the transit sheds where they are available for use by ship's crew at any time, thus avoiding the necessity of using the terminal office phones.

Funds expended at Terminal No. 4 during the year were \$964,826.72 and the total amount spent on this terminal to the close of the fiscal year was \$5,236,291.51.

There yet remains to be constructed at Terminal No. 4, in accordance with approved project, Piers Nos. 3 and 4, of which Pier No. 3 will have a transit shed for at least one-half of its length, this pier being of exactly the same dimensions as Piers 1 and 2, or 1500 feet long and 225 feet wide, while Pier No. 4, which is 1500 feet long and 310 feet wide, is expected to be permanently operated as an open or uncovered pier for the accommodation of all classes of bulk and heavy freight and provided with suitable mechanical equipment to handle these commodities.

In anticipation of the construction of these piers in the near future, the Commission, during the year, constructed bulkheads for both piers and completed the necessary fill for Pier No. 3 and made a partial fill for Pier No. 4, and completed the excavation of Slip No. 3. About one-half of the excavation necessary for Slip No. 2, 1500 feet long and 280 feet wide, still remains to be done. Therefore, when the necessity arises for additional pier space at this terminal, this can be supplied without unnecessary delay.

Dry Dock: The Port of Portland Commission for a number of years has owned and operated a floating dry dock of 9000 tons dead-weight lifting capacity, capable of handling vessels up to 500 feet



DRY DOCK PLANT OF PORT OF PORTLAND

Dock Commission's 15,000-ton Dry Dock Is Shown With Vessel in Berth; Port Commission's 9000-ton Dry Dock Is Shown to the right

in length, together with shop repair facilities. The dimensions of this dry dock are:

Length	468 feet
Width between wings.....	82 feet
Depth of water over keel blocks.....	25 feet

In keeping with the majority of other large ports of the country, Portland was deficient in dry docking, repairing and general maintenance equipment for the number of vessels which each year in increasing numbers patronized the port, and in order to supply this port necessity the Dock Commission contracted for the construction of a five-pontoon 15,000-ton floating dry dock, capable of taking vessels up to 525 feet in length. This dry dock was fully completed during the year and placed in its permanent berth alongside the Port of Portland 9000-ton dry dock. It is one of the most modern on the Pacific Coast and constitutes one of the most valuable assets added to the port facilities during the year. The total cost of this dry dock, including construction necessary to provide its permanent berth, was \$1,124,352.63.

This dry dock is of the following dimensions:

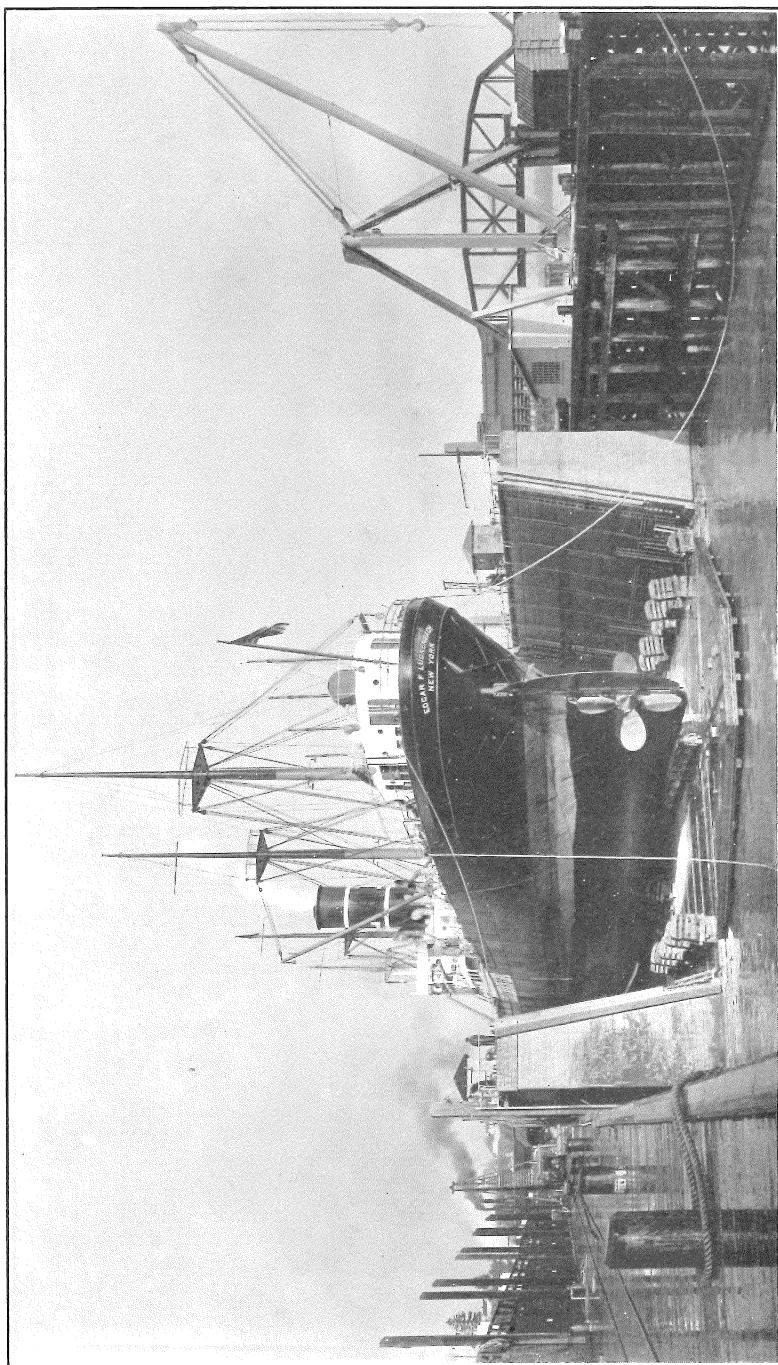
Length	492 feet
Width between wings.....	94 feet 6 inches
Depth of water over keel blocks.....	27 feet 6 inches

To centralize the ship repair work of the port, and to reduce expenses, both in respect to operation and the use of the extensive repair facilities already provided and later much enlarged by the Port of Portland Commission, the two floating dry docks were, as already stated, placed side by side, and the combined dry dock plant will, by agreement, be operated under the management of the Port of Portland Commission. The two dry docks are operated under the same general policy as that which governed the 9000-ton dry dock. They are both open to all repairers and mechanics on equal terms, and have for such work available a well-arranged and extensive plant, of which the following constitute the principal equipment:

- 20-ton locomotive crane.
- 20-ton and 10-ton derricks.

Lathes (largest 10 feet by 40 feet), drills, planes, bending rolls, punch and shears, forge fires, band saws, air compressors, portable electric and acetylene welding outfits, etc., and tow boats, launches and barges for miscellaneous work about the dry docks. Current available 11,000, 440, 220 and 110-volt alternating and 500-volt direct.

To many of our citizens the construction and operation of the port's major terminal, known as Municipal Terminal No. 4, has been most impressive, and they may be inclined to regard that as wholly



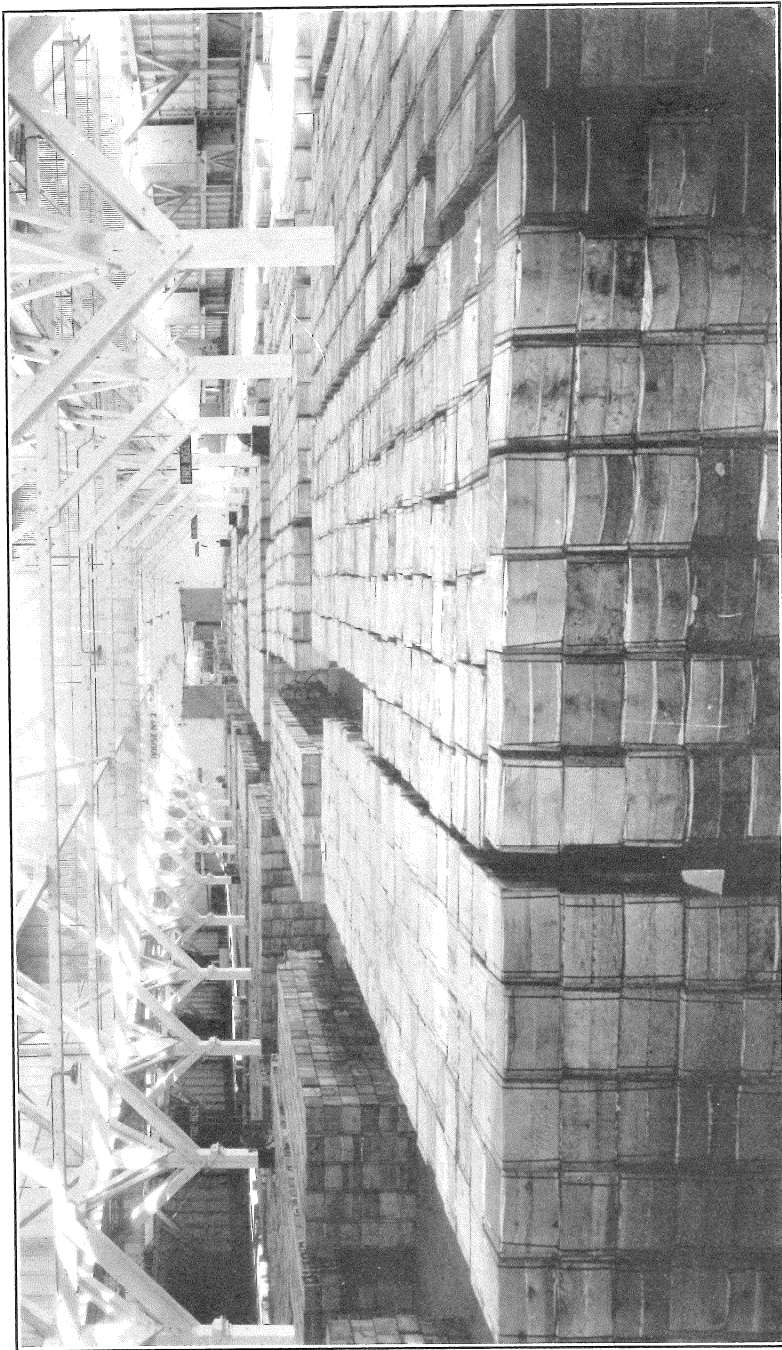
S. S. EDGAR F. LUCKENBACH UNDERGOING REPAIRS ON 15,000-TON DRY DOCK

important in conjunction with the Port's plans for handling ships, yet it must be acknowledged that the terminals with which the present acquired its initial growth, Terminals No. 1, located at the foot of Fifteenth Street, and No. 2, at the foot of East Washington Street, have met all requirements, as far as capacity permitted, and are now filling highly important demands in the commerce of the port. No. 1 has become an intercoastal terminal, where the bulk of the freight to this port routed via the Panama Canal between the two coasts of the United States and Europe is taken care of; No. 2 has automatically become established as a terminal for Pacific Coast vessels, and virtually all the space is taken at all times. Terminal No. 3 is used more for the purpose of goods requiring longer storage than can be provided at the other terminals.

For nearly a year, and more particularly during the last six months, the commerce handled at Terminal No. 1 has taxed these facilities to the limit and to such an extent that the Commission found itself under the necessity of providing enlarged berthing and cargo space there and for this purpose acquired a tract of land, adjoining the slip of this terminal on the north, containing about 3.3 acres, with a harbor frontage of 295 feet, at a cost of \$180,000, which included several structures, which, with some alterations, will be used for transit shed purposes.

On this property there will be constructed a pier 500 feet long and 220 feet wide, with transit shed the full length of the pier and 187 feet wide. Contracts for these improvements will be let early in 1922 and it is expected the new pier will be completed for operation in April of that year. This pier will be supplied with tracks both in front and rear of the transit shed, and will be operated as a unit of, and by the same organization, as Terminal No. 1.

In shipping, the year 1921, from every viewpoint, has been the most satisfactory in the history of the port, and due to the excellent facilities which the people of Portland have provided for the accommodation of this shipping, the greatest activities of the city during the year have been witnessed along its waterfront, where a constantly increasing number of large ocean carriers, averaging 8000 to 9000 tons deadweight capacity, have taken away full cargoes of the products of the port and its tributary territory and brought in shipments from the Atlantic Coast and foreign countries, furnishing employment for a large force of men and, in general, stimulating the business of the city. This great increase in the port's waterborne commerce has had the further advantage of slowly, but gradually, bringing the public to a full realization of the economic and commercial value of the port to the community, as the principal agency which is necessary not only in stimulating our foreign commerce, but also the full development of our domestic commerce between Atlantic and Pacific ports.



TYPICAL APPLE CARGOES ASSEMBLED AT PIER NO. 2 MUNICIPAL TERMINAL NO. 4, FOR EXPORT TO EUROPE

The community and the State at large are also beginning to fully realize the great advantages of this splendid port with its immense tributary territory of great natural resources and unlimited possibilities for the marketing of its various products, the natural outlet for which is through the Columbia River gateway, with Portland as its chief center. These conditions augur well for the future of the port, which is fast becoming well and favorably known throughout the shipping centers of the world, and with a continuance of this increase in its business there is every reason to believe that the volume of the commerce which will be handled will soon place the Columbia River in the front rank of the ports of the Pacific. It will furnish the producers of this great territory the opportunity of sending their products to the markets of the world through a port where all needed facilities for the economical handling between rail and water carriers are available, or will be supplied as quickly as the demand for their provision is apparent, for the people of Portland are fully awake to their responsibilities in this respect and will continue their established policy of doing all things necessary to maintain their present advantage and to offer every inducement to insure a constantly accelerated movement of cargo through the port.

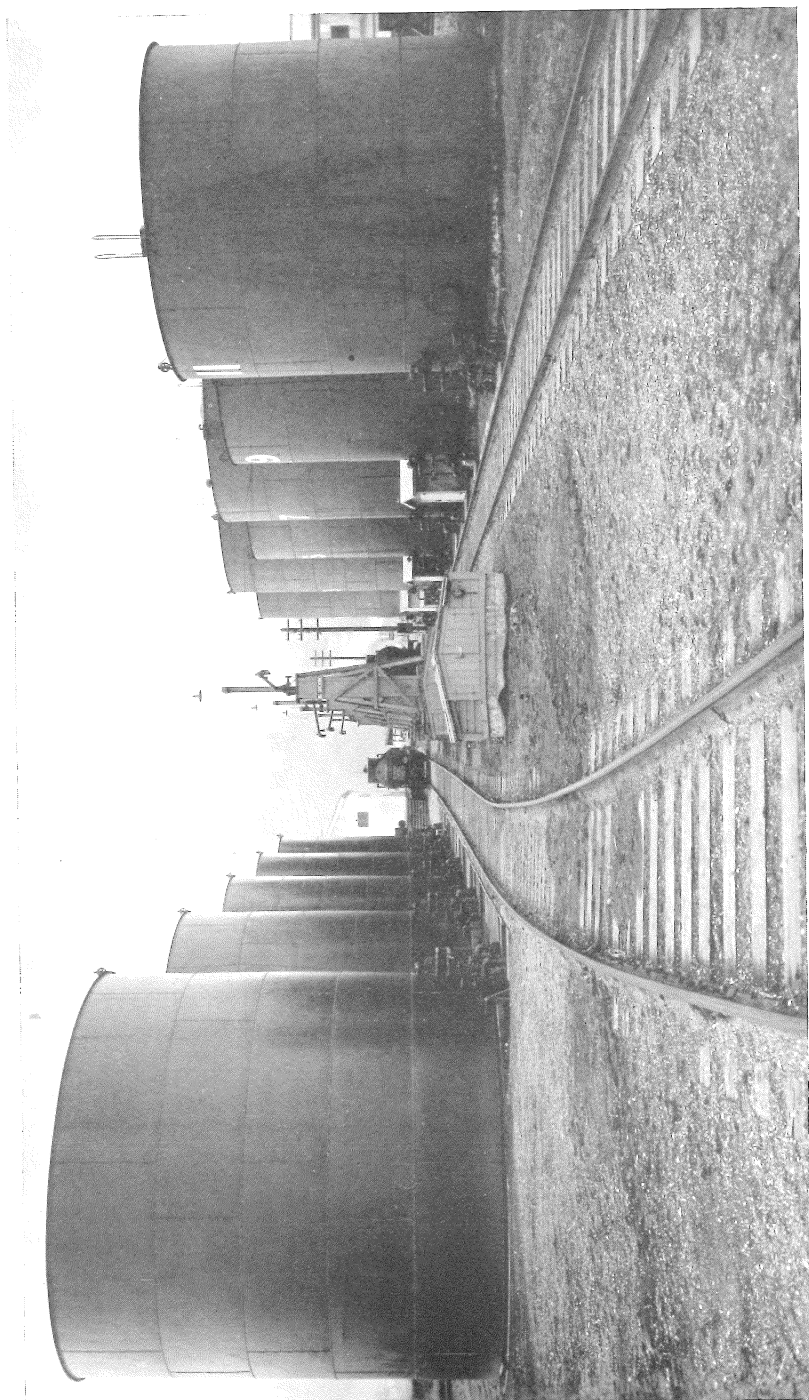
With the close of Portland's shipping and foreign trade year (calendar year) statistical comparisons are available showing the gains made over the previous year's business. The tonnage of vessels entered from foreign ports and of foreign vessels entered coastwise into the port in 1921 was 1,931,930 with 331 vessels, while in 1920 82 vessels of 451,216 tons entered. Overseas clearances during 1921 from Portland totaled 343 vessels of 1,994,635 tons in comparison to the 1920 clearances of 193 vessels of 942,701 tons.

In the intercoastal service a similar increase is noticeable. The vessels entered were 138 with a tonnage of 915,667, while in 1920 19 vessels of 105,552 tons entered.

At the close of the year the following steamship lines were maintaining regular service to the port:

Foreign and Intercoastal—

- North China Line.
- South China Line.
- American-Hawaiian S. S. Co.
- Toyo Kisen Kaisha.
- Holland-American Line.
- Royal Mail Steam Packet Co.
- Isthmian Line.
- Societe Generale De Transports Maritime A Vapeur.
- Ellermen's Wilson Line.
- Yamashita Kisen Kaisha.



AT MUNICIPAL TERMINAL NO. 4 A VERY COMPLETE PLANT IS PROVIDED FOR THE HANDLING AND STORAGE OF VEGETABLE OILS AND MOLASSES, INCLUDING PIPE LINES, TANK SCALES, PUMPS, STEAM PLANT, TANK CAR CLEANING FACILITIES, ETC.

42

Pacific-Argentine-Brazil Line.
Suzuki & Co.
"K" Line.
General Steamship Corporation.
Trans-Oceanic Steamship Co.
Java-Pacific Line.
Compagnie Generale Transatlantique.
Latin American Line.
Compania Naviera Mexicana, S. A.
Furness Prince Line.
Mitsui & Company.
North Atlantic & Western S. S. Co.
Elder Steel Steamship Co.
Atlantic, Gulf & Pacific Steamship Co.
Luckenbach Line.
Williams Steamship Co.
Crowell & Thurlow Line.
Pacific-Caribbean-Gulf Line.

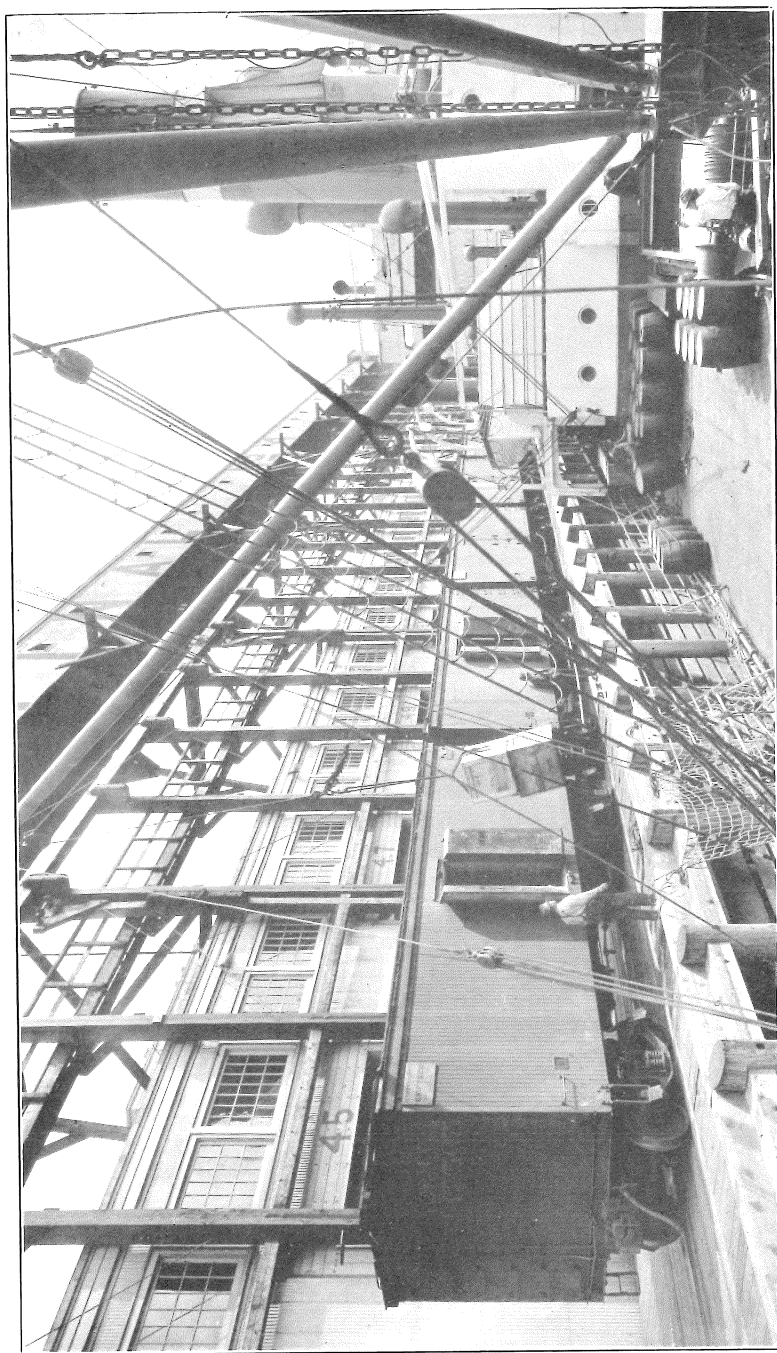
Coastwise—

Admiral Line.
Ocean Motorship Co.
McCormick Steamship Co.
Sudden & Christensen.
Columbia Navigation Co.
Charles Nelson Line.
San Francisco & Portland Steamship Co.

In addition, the number of tramp steamers taking out full cargoes, mostly of local products, such as grain, flour and lumber, have shown a very steady increase. In volume of business, which is the real test in shipping, there is also a marked increase and more especially so in the foreign commerce, the totals as between 1921 and 1920 being, respectively, 1,656,702 tons and 863,462 tons. In the domestic trade the figures for the same periods were 334,810 tons and 165,875 tons.

Detailed shipping statistics for 1921, and several previous years, of commodities and foreign and domestic imports and exports are given in appendixes to this report.

Before the beginning of the present cereal year, July 1st, the shipment of grain in bulk from Portland was practically negligible, although the 1,000,000-bushel elevator constructed at Terminal No. 4 had been completed since May, 1920. It had been a slow process to break away from the old custom of exporting grain in sacks, but beginning with early in September, when one of the largest firms in the country entered the field of exporting from this port, the Com-



DIRECT TRANSFER OF CARGO OF CURED MEATS AT PIER NO. 1, MUNICIPAL TERMINAL NO. 4

mission's grain elevator has been used to near its capacity for most of the time and a number of cargoes of bulk grain dispatched, and it is a pleasure to be able to record the fact that in operation it has proven itself to be one of the fastest elevators in the country, delivering, under favorable conditions, grain to vessels as high as 30,000 bushels per hour.

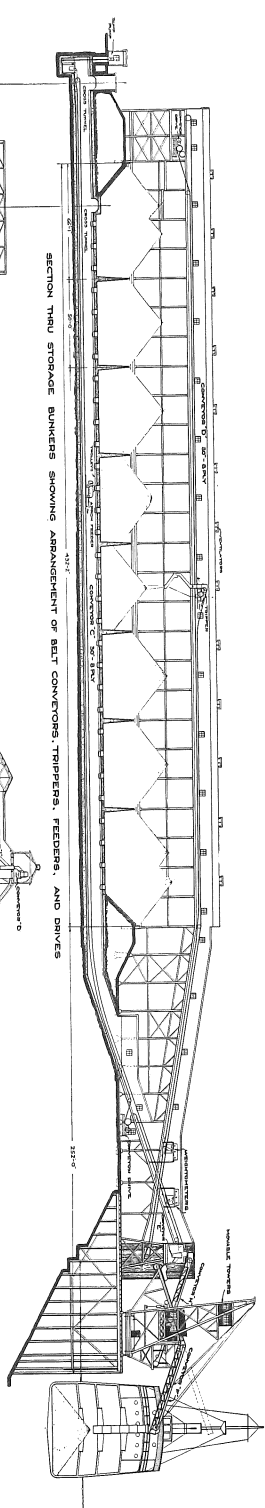
Probably the most striking items in the port's shipments during the calendar year 1921 were grain and flour, of which 37,927,219 bushels and 1,803,304 barrels were handled as compared with 11,676,836 bushels and 2,141,389 barrels in 1920, and from present appearances Portland for the cereal year 1921-1922, will undoubtedly rank as the third or fourth largest combined wheat and flour export port in the country. The second most important commodity handled through the port is lumber, of which the cargo shipments in 1921 amounted to 213,897,000 feet B. M., and in 1920 222,589,000 feet B. M.

Another product which has sprung to the front during the year was the shipment foreign and to the Atlantic Coast of apples grown in the port's tributary territory and of this commodity, approximately 500,000 boxes were handled, with prospects of an additional 150,000 boxes before the close of the shipping season, all under refrigeration. In connection with this extensive movement of apples through the port, the Commission is giving serious consideration to the necessity of providing cold storage facilities at Terminal No. 4 and for this purpose has held numerous conferences with growers and exporters.

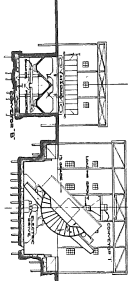
Portland has continued to maintain its position as the second largest wool center in the United States. This product has been drawn to the port from the States of Oregon, Washington, Idaho and, to a small extent, Montana. In 1920 the wool movement by water amounted to 543,116 pounds and in 1921 to 22,602,061 pounds.

As referred to elsewhere in this report, the Commission completed during the year an extensive bulk storage plant for the handling of phosphate rock, on a fairly definite guarantee that about 165,000 tons of this commodity would be handled during a period of the first twelve months after its completion. Due, however, to the financial situation these contracts were cancelled and no phosphate rock has been handled through this plant, but recent developments seem to indicate an early export movement through the port.

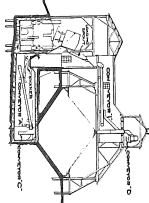
The municipal terminal facilities have, at times, been taxed to their maximum capacity and more particularly those used by the intercoastal and European services and to such an extent that, as elsewhere stated, the Commission found it necessary to construct a pier 510 feet long adjoining the slip of Terminal No. 1 to adequately care for this business, and at Terminal No. 4 the facilities now provided there have also at times become congested and it now appears



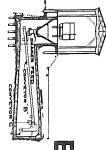
SECTION THRU STORAGE BUNKERS SHOWING ARRANGEMENT OF BELT CONVEYORS, TRIPPERS, FEEDERS, AND DRIVES



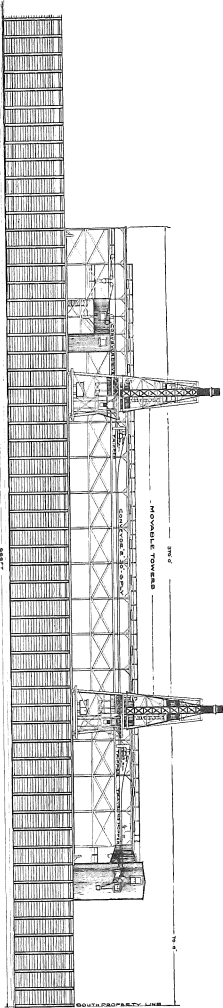
ARRANGEMENT OF CAR LOADING DEVICES AND TRACKAGE LEADING TO AND FROM SHUNT



SECTION SHOWING BUNKERS AND BOX CAR UNLOADER



SECTION THRU CAR PIT



ELEVATION OF PIER, MOVABLE TOWERS, AND CONVEYOR GALLERY

BULK STORAGE PLANT PIER N^o 5 **PORTLAND** **MUNICIPAL TERMINAL N^o 4** SHOWING ARRANGEMENT OF CONVEYOR SYSTEMS, CAR UNLOADING DEVICES AND TOWERS FOR LOADING & UNLOADING SHIPS' CARGO

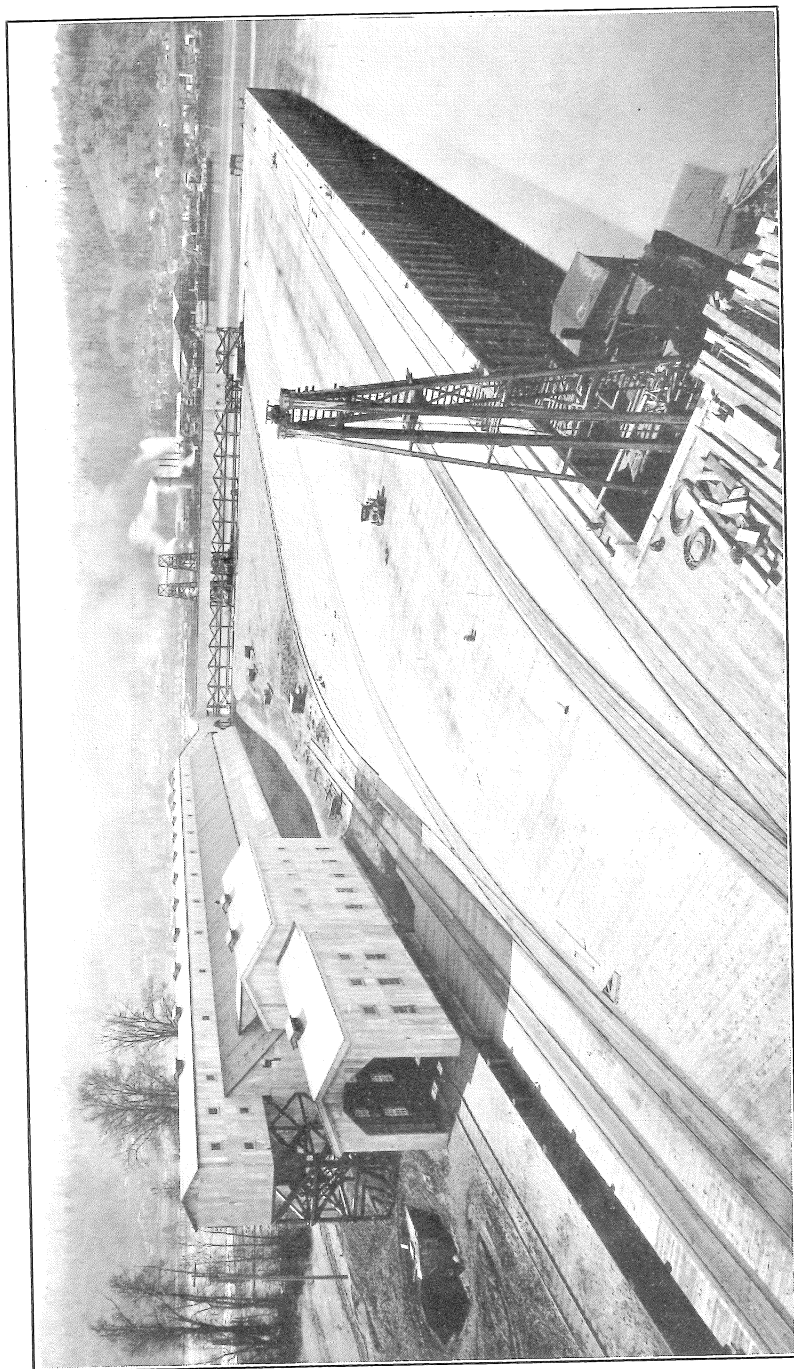
THE COMMISSION OF PUBLIC DOCKS
 PORTLAND, OREGON
 1921
 Approved *Alfred*
 SCALE OF FEET
 0 10 20

likely that the Commission some time during the year 1922 will have to construct Pier No. 3, 1500 feet long, and double the transit shed space on Pier No. 2, to a total length of 1500 feet, to meet the demands for additional space at this terminal. With the above increase in the present municipal terminal facilities, it is believed that the expected increase in the port's waterborne commerce can be taken care of during the years 1922 and 1923. The Commission, however, is gratified that even with the greatly increased business which the port enjoyed during the year that it was able to handle this commerce to the satisfaction of shipping interests, with minimum delay and inconvenience, and that the municipal terminals have functioned properly in all respects.

Slowly, but surely, waterborne commerce on the Pacific Coast is constantly increasing and when trade returns to normal conditions it is reasonable to believe that a more remarkable growth will be shown and even if no additional steamship lines engaged in the intercoastal trade should enter the field, that those already in the service will carry much larger cargoes, which prediction is based on the cheaper freight rates and speedy delivery, the faster lines making the trip to California points in 18 days and the slower in 21 days. As a result of persistent competition, the intercoastal lines have gradually diverted a large variety of staple articles from the railroads, including eastern lumber shipments, and more recently a heavy movement of Pacific Northwest fruit. One factor that has contributed to the diversion of freight to the all-water route has been the inability of the eastern railroads to agree on a through transcontinental rate, which, also, to some extent, has permitted the steamship lines to get many cargoes for trans-shipment to steamers engaged in the oriental trade.

The return of the steamship lines in the coast to coast service is one of the most important developments during the year. Before the war there were only three intercoastal freight lines. Today there are nine companies operating between the Atlantic and Pacific.

Ocean freight conditions are showing unmistakable signs of improvement, and it must be a matter of gratification to the people of the City of Portland that they had the vision as well as the wisdom to enter the field early to provide modern port facilities and that they have kept abreast of the times in making necessary expenditures for the splendid terminals which have been able to care for the port's rapidly expanding waterborne commerce. That these expenditures were more than justified has now been fully demonstrated, for it is difficult to overestimate either the direct or collateral benefits from which the port has benefited from this commerce, for probably a sum equal to all of the expenditures made to date for municipal terminals was distributed by vessels which entered the port during the year.



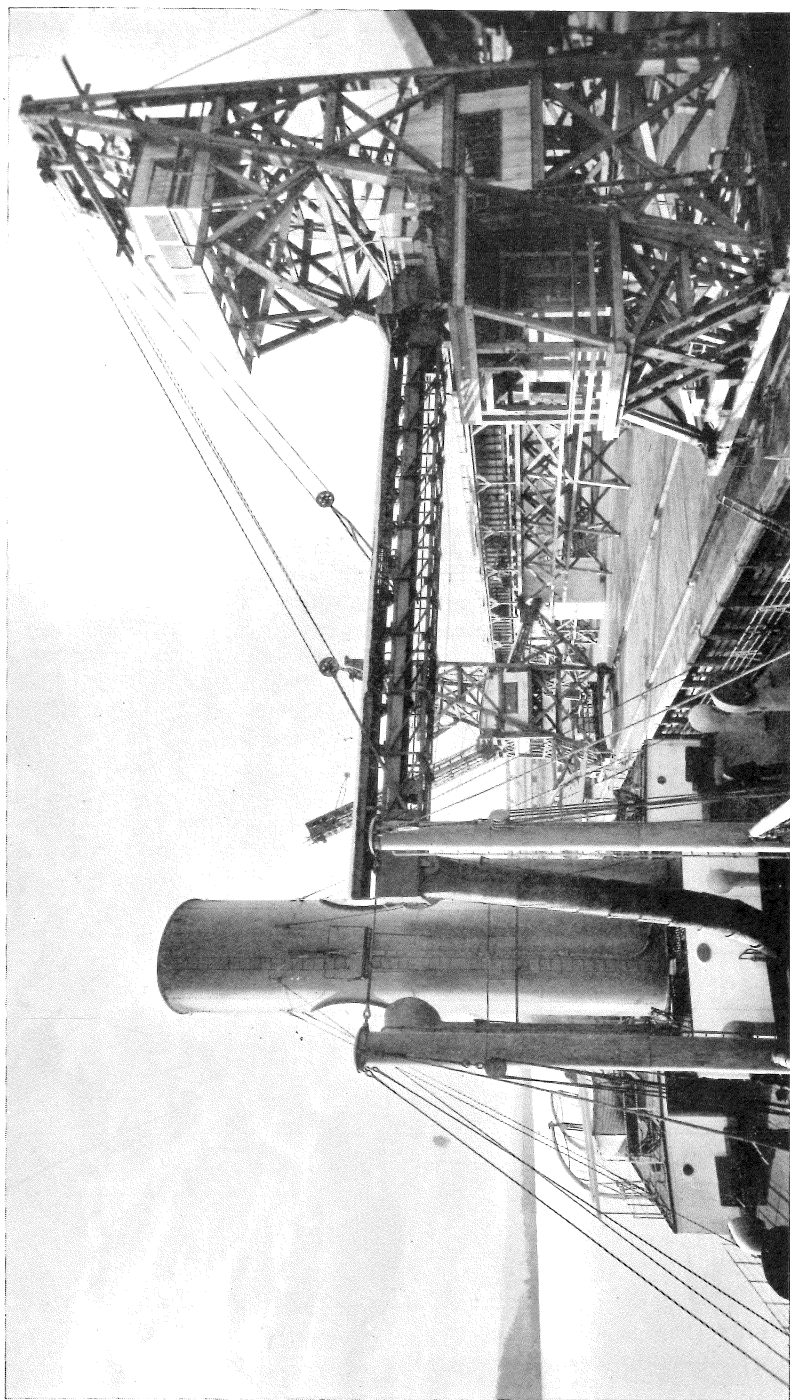
PIER NO. 5 AND BULK STORAGE PLANT, MUNICIPAL TERMINAL NO. 4
View is toward the harbor, with slip No. 3 to the right

The joint traffic bureau which was established in April, 1920, under agreement between the Commission of Public Docks and the Port of Portland Commission, for the purpose of developing through and local waterborne traffic through the port, soliciting the establishment of foreign and local steamship service and the routing of import and export business through this port, has continued to maintain an eastern traffic office located in New York City and a branch office in Kobe, Japan, and Singapore, Straits Settlements. The headquarters of the traffic manager is at Portland, Oregon. A great deal of important work was performed by the traffic bureau during the year, and while it is not possible to enumerate or go into details regarding the same, it is believed that it has been of much benefit to the port and its shipping.

COLUMBIA BASIN RATE CASE

In 1920, the Dock Commission, through its counsel, formerly City Attorney, participated in the Columbia Basin Rate Case, which involved freight rates on all commodities between Portland and points in the Columbia Basin territory. The Interstate Commerce Commission decided this rate case on November 5, 1920. The Commission found that the existing rates were unjustly discriminatory against Portland and unduly preferential to Puget Sound. The judgment of the Commission was that there should be a difference of 10 per cent, to be accomplished by reducing the Portland rates 5 per cent and increasing the Puget Sound rates 5 per cent. No order was issued. Because of exceptions to the report filed by the Puget Sound interests, and delays in revising tariffs, the new rates were not published to become effective until July 1, 1921, and all the new interstate rates went into effect on that date. The increased rates covering Washington interstate traffic were suspended by the Department of Public Works of Washington. The Interstate Commerce Commission then found that the Portland rates published effective July 1, 1921, were just and reasonable and ordered the railroads to establish class rates and rates on grain and grain products between Puget Sound cities and points in Washington south of Snake River, not less than eleven per cent (11%) higher than the Portland rates. In conformity with the order, revised rates were published effective September 28, 1921.

The effect of the decision is to give Portland an advantage of about 40 cents per ton on grain. No figures are obtainable to show the increase in grain movement to Portland as a result of the Commission's decision, but, from the best information available, it is found that there has been a very substantial increase in the proportion of grain moving to Portland and a corresponding decrease to Puget Sound.



HARBOR VIEW OF PIER NO. 5, MUNICIPAL TERMINAL NO. 4, SHOWING TRAVELING CONVEYOR TOWERS DELIVERING BULK CARGO FROM BULK STORAGE PLANT

140

The effect of the decision is to add some 4500 square miles of rich and productive territory to the already large and exclusive area in which freight rates favor Portland. In this territory are such prosperous and thriving cities as Pendleton, Athena and Milton, Oregon, and Walla Walla, Dayton, Waitsburg and Pomeroy, Washington.

The lower class rates from Portland are of particular benefit to manufacturers and jobbers in the distribution of merchandise in this large consuming district.

The advantages given Portland by this rate decision will have a most important and decisive bearing in determining the location of industries in the Northwest.

The matter of pilferage of cargo in the port, so far as this relates to the municipal terminals, was given a great deal of attention by the Commission, which, during the year, employed various means to check, and as far as possible, stop this too prevalent a condition at all ports.

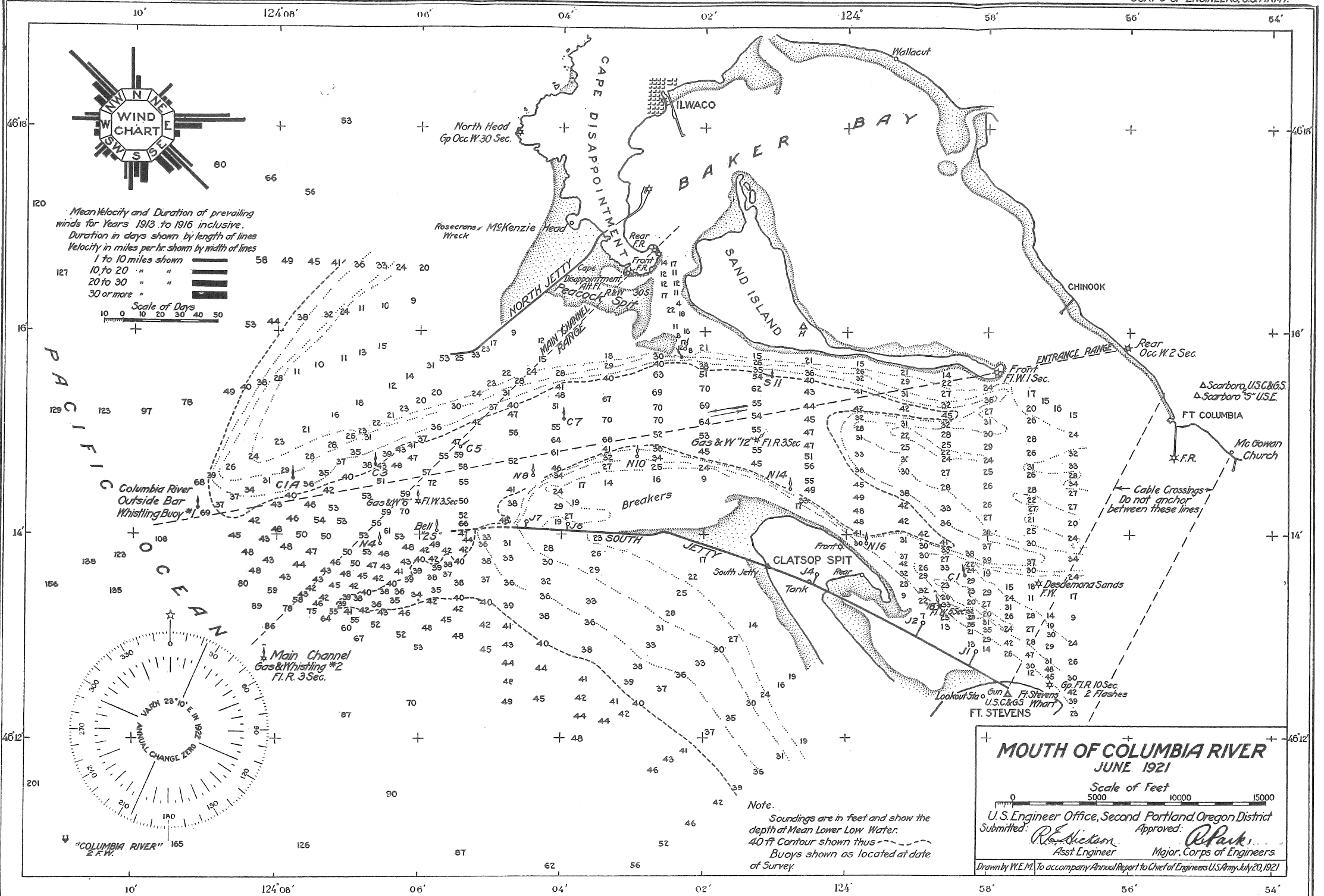
HARBOR AND PORT

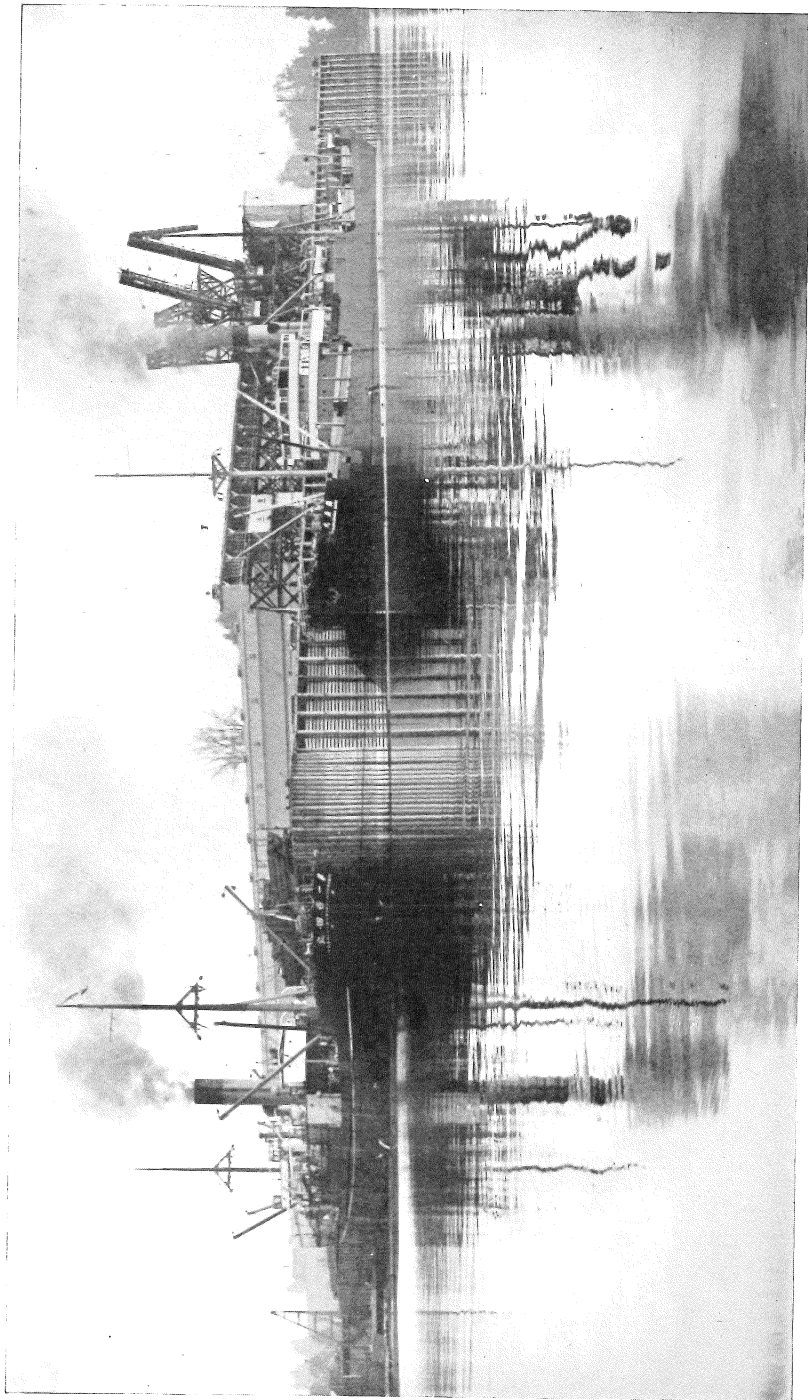
Port's Channel Conditions: Portland is the same steaming distance from oriental ports as Puget Sound ports, and, like Philadelphia and New Orleans, approximately 96 nautical miles from the Sea. The harbor of Portland is on the Willamette River, which flows into the Columbia River about 10 miles below the shipping center of the harbor, which has a width of 900 to 1600 feet between the established harbor lines. Within the City of Portland there is a harbor frontage of nearly 29 miles, and if extended to the confluence of the Willamette and Columbia Rivers, 37 miles. Of the city's waterfrontage of 29 miles, 6.23 miles of berthing space has been developed for the accommodation of shipping and industries, of which 1.56 miles is under municipal control; 2.82 miles for private general cargo, grain, lumber and fuel docks, etc., used for ocean commerce; and 1.85 miles for coast-wise and river steamers, ship repair plants and industries. A least depth of 30 feet at low water exists throughout the harbor at all the municipal terminals and, with only a very few exceptions, at all private docks used in connection with deep sea shipping. The required harbor depth is maintained by the Port of Portland Commission, which has recently adopted a project for a 35-foot low water depth between the harbor lines for the entire harbor. This Commission is also in a large measure co-operating with the Federal Government in maintaining the required ship channel depth in the Columbia River to the sea.

The entrance channel depth at the mouth of the Columbia River continues to show gratifying improvements, due to the extensive jetty works which were completed by the Federal Government in 1917. While the United States Engineer survey of June, 1920, indicated the entrance depth to be 40 feet at low water for a width of 4000 feet,



INTERIOR OF STORAGE BUNKERS OF BULK STORAGE PLANT AT PORTLAND MUNICIPAL TERMINAL NO. 4
The Bunkers Are of Reinforced Concrete Construction





HARBOR VIEW OF PIER NO. 5, MUNICIPAL TERMINAL NO. 4, WHERE MODERN FACILITIES ARE PROVIDED FOR THE HANDLING OF BULK CARGOES

PRIVATE WATERFRONT FACILITIES

As already noted, private interests have developed a considerable portion of the port's improved waterfrontage. As a general proposition it may be stated that the majority of these waterfront structures, those used in connection with deep sea shipping, were mostly constructed for a particular purpose, that of caring for the grain, flour and lumber trade, the principal commodities produced locally or in the port's tributary territory. These docks are well constructed and provided with the handling facilities best suited for the class of cargo passing over them and compare favorably with similar docks available at other Pacific Coast ports. For a better description of these facilities, they will be divided into four classes—General Cargo Docks, Grain Docks, Lumber Docks and Fuel Docks, excluding river steamers and industrial docks:

GENERAL CARGO DOCKS

Oregon-Washington Dock (Union Pacific): Quay dock 580 feet in length with total cargo space under shed of 67,200 square feet and trackage for 28 cars. Mechanical equipment consists of an electrically-operated escalator.

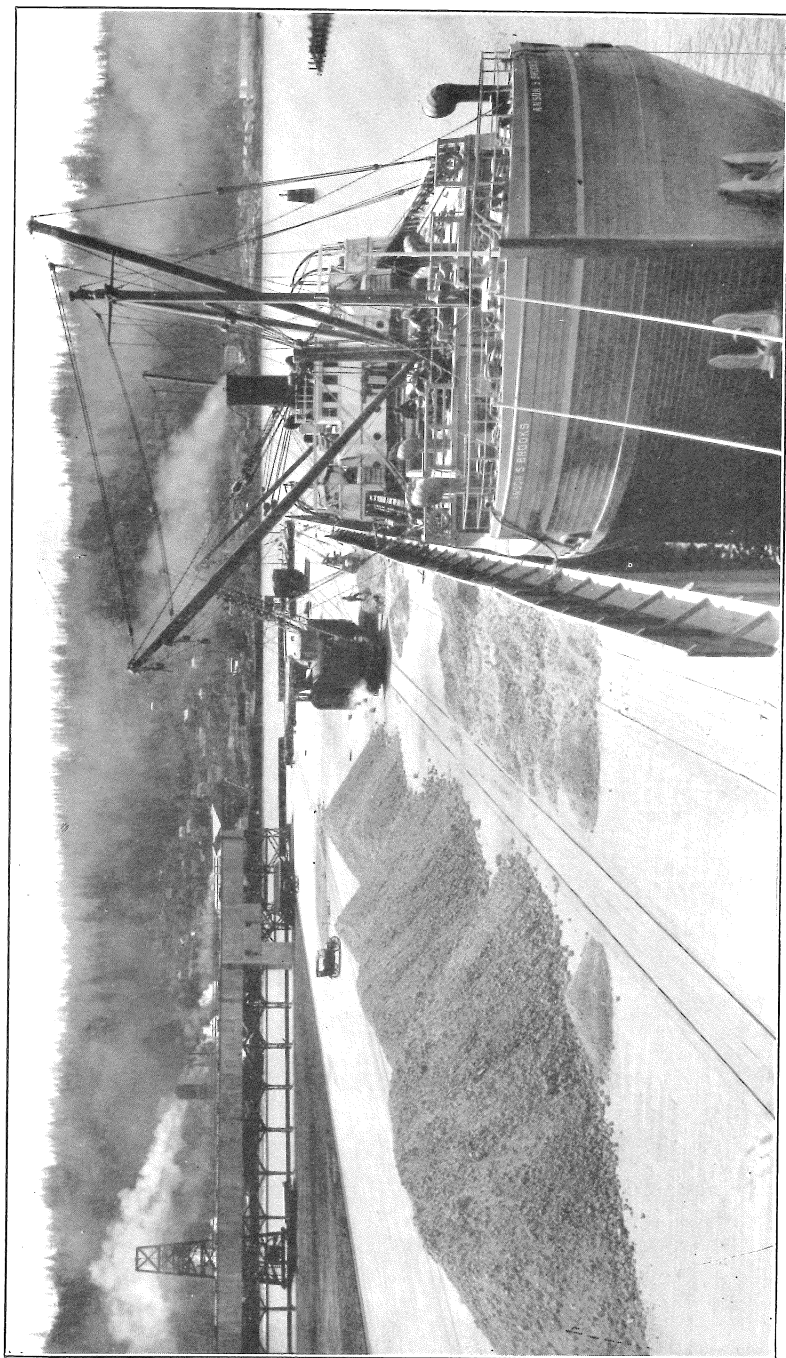
Ainsworth Dock (Union Pacific): Quay dock, 1000 feet in length, partly two-level, with total cargo space under shed of 139,000 square feet and trackage for 20 cars. Dock has adjustable ramps for side port loading and unloading.

Albers Dock No. 3: Quay dock, 305 feet in length, partly two-level, with total cargo space under shed of 79,200 square feet and trackage for six cars. Ample berthing space for this dock for large vessels by overlapping on Albers Dock No. 2.

Couch Street Dock: Quay dock, 260 feet in length, two-level, with total cargo space under shed of 47,300 square feet. Used only by the smaller type of coastwise vessels.

Spokane, Portland & Seattle Railway Dock: Quay dock, 1000 feet in length, two-level, with total cargo space under shed of 304,200 square feet and trackage for 150 cars. One fourth of this dock is usually classed as general cargo, although a larger section may be used for this purpose. Dock is provided with power ramps and conveyors.

Supple's Dock: Plant consists of three slips, each 310 feet long and 110 feet wide and one pier 310 feet long and 120 feet wide, covered with shed 90 feet by 190 feet. Two of the slips are provided with narrow pile wharves for berthing of vessels.



CARGO OF SULPHUR BEING DISCHARGED ON PIER NO 5, MUNICIPAL TERMINAL NO. 4
Sulphur Being Handled by Locomotive Crane With Clamshell Bucket

GRAIN DOCKS (ALSO FLOUR)

Portland Flouring Mills Dock: Two-level quay dock, 560 feet in length, with total cargo space under shed of 86,000 square feet and trackage for 40 cars.

Pacific Coast Elevator Dock: Quay dock, 560 feet in length, with total cargo space under shed of 58,000 square feet and trackage for 30 cars.

Albina Dock: Quay dock, 775 feet in length, with total cargo space under shed of 66,700 square feet and trackage for 30 cars.

Montgomery Dock No. 2: Quay dock, 550 feet in length, with total cargo space under shed of 145,600 square feet and trackage for 33 cars.

Crown Mills Dock: Two-level quay dock, 300 feet in length, with total cargo space under shed of 56,000 square feet and trackage for eight cars.

Mersey Dock: Two-level quay dock, 325 feet in length, with total cargo space under shed of 83,300 square feet and trackage for eight cars.

Albers Docks Nos. 1 and 2: Two-level quay dock, 460 feet in length with a total cargo space under shed of 100,500 square feet and trackage for 19 cars.

Columbia Dock No. 1: Two-level quay dock, 355 feet in length, with a total area under shed of 95,000 square feet and trackage for eight cars.

Irving Dock: Quay dock, 400 feet in length with total cargo space under shed of 101,000 square feet and trackage for 10 cars.

Globe Milling & Elevator Dock: Two-level quay dock, 380 feet in length, with total cargo space under shed of 66,500 square feet and trackage for 32 cars.

CAPACITIES OF PRIVATE DOCKS

These private general cargo and grain docks of the port have a combined capacity of 262,050 tons of cargo at one time.

Grain Elevator—Globe Milling & Grain Company: Elevator of fireproof construction, has a capacity of 280,000 bushels of bulk grain, with ship loading facilities.

The grain docks are provided with cleaning facilities and electrical conveyors for delivering sacked grain and flour to vessels. They handle only sack grain, but have bin capacity for grain in process of cleaning.

LUMBER DOCKS

West Oregon Lumber Company Dock: Quay dock, 370 feet in length and 134 feet in width.



BOX CAR UNLOADER OF BULK STORAGE PLANT ON PIER NO. 5,
MUNICIPAL TERMINAL NO. 4

Clark & Wilson Lumber Company Dock: Quay dock, 580 feet in length and 90 feet in width.

Peninsula Lumber Company Dock: Quay dock, 1012 feet in length and 125 feet in width.

North Pacific Lumber Company Dock: Quay dock, 650 feet in length and 105 feet in width.

Eastern & Western Lumber Company Dock: Quay dock, 655 feet in length and 156 feet in width.

Portland Lumber Company Dock: Quay dock, 455 feet in length and 138 feet in width.

Inman-Poulsen Lumber Company Dock: Quay dock, 825 feet in length and 188 feet in width.

East Ash Street Dock: Lumber storage and shipping quay dock.

St. Johns Lumber Company Dock: Quay dock, 570 feet in length and 90 feet in width.

These docks have large areas of ground in rear of and connected with the docks, used for lumber storage. They have connection with the railroads serving the port.

FUEL DOCKS

Associated Oil Company: Quay dock, 395 feet in length. Tank storage capacity:

Crude oil	6,720,000 gallons
Refined oil	430,920 gallons

Standard Oil Company: Quay dock, 400 feet in length. Tank storage capacity:

Crude oil	2,726,346 gallons
Refined oil	3,191,958 gallons

Union Oil Company of California: Quay dock, 397 feet in length. Tank storage capacity:

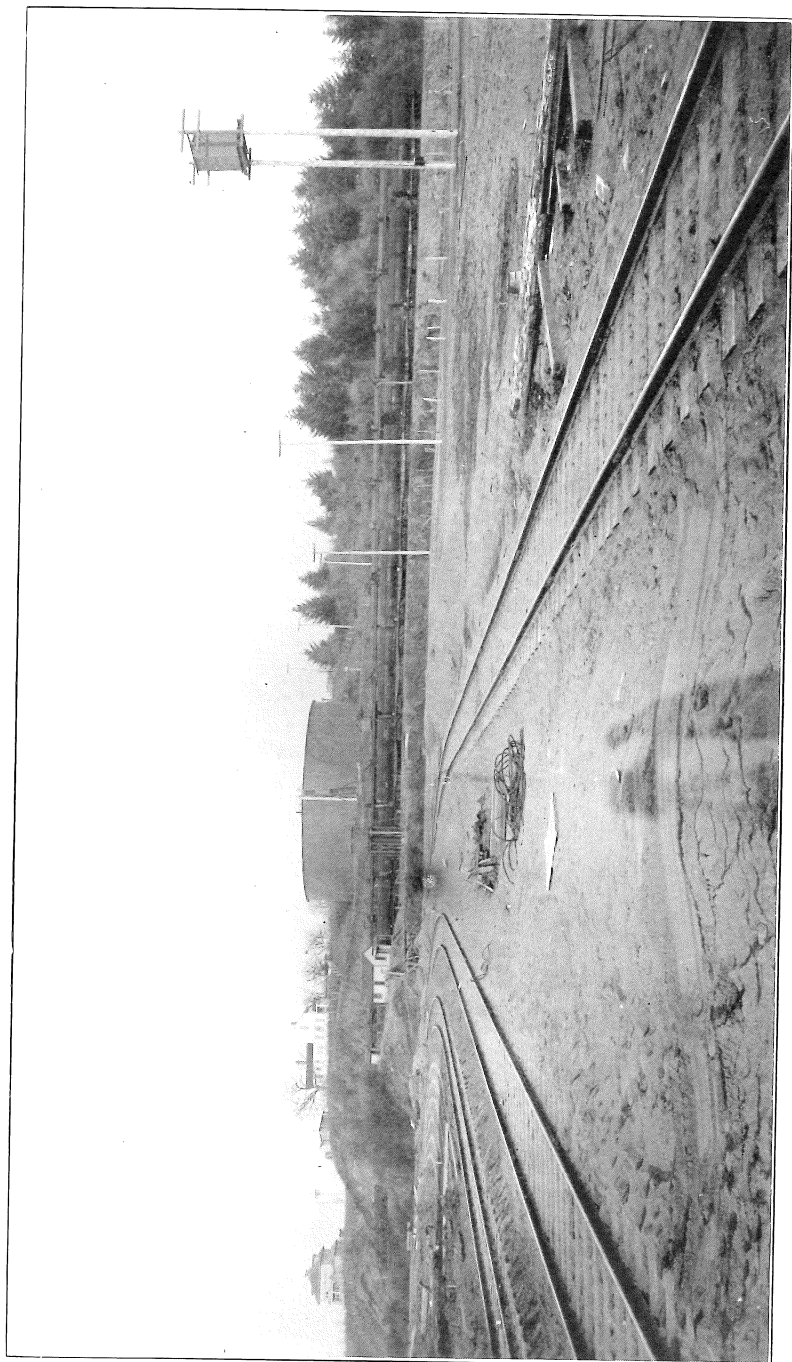
Crude oil	3,690,000 gallons
Refined oil	840,000 gallons

The Shell Company: Quay dock, 350 feet in length. Tank storage capacity:

Crude oil	4,620,000 gallons
Refined oil	2,100,000 gallons

These oil companies have all necessary facilities for fueling vessels at their docks.

Coal and Oil Fueling Facilities: There is in the port a modern 5000-ton gravity discharge, coal ship loading plant, with capacity of



55,000-BARREL OIL TANK FOR STORING CREOSOTE OR FUEL OIL IN BULK AT MUNICIPAL TERMINAL NO. 4
Pipe Connections Are Provided From Tank to Vessels Berthed at Pier No. 5

300 tons per hour, with reserve ground storage of 10,000 tons. Berthing space is ample for largest vessels. Besides these fixed coal fueling facilities there are available in the port by other coal concerns, a large number of lighters or barges, which are frequently employed in coaling vessels while at berth discharging or receiving cargo. For delivering fuel oil to vessels, two barges, one of 168,000 and another of 84,000 gallons' capacity are available, each barge being equipped with boiler and pump, with delivery to vessels at the rate of 42,000 gallons per hour.

Crane Facilities: In addition to locomotive crane and derrick facilities available at the municipal terminals and dry docks one of the large boiler shop and ship repair plants, centrally located in the harbor, has a 75-ton sheerleg available for commercial work.

Harbor Protection: The harbor is under the protection of an efficient day and night patrol, acting under the direction of the harbor-master. Two powerful fire boats, maintained by the city, are always available for immediate use.

The revenues accruing from the operation of the municipal terminals have been very satisfying, as shown by attached financial statement.

The municipal terminals of the port are directly operated by the Commission of Public Docks and not leased, being thus available to all users on equal terms. Dock, loading and unloading and other charges are established by tariff and, as a general proposition, they are maintained at a parity with other Pacific Northwest ports so that terminal charges at these ports are for all practical purposes equal.

Pursuant to Subdivision "K," Section 163 of the City Charter, and to the statutes of the State of Oregon, and more particularly Section 3664 of Lord's Oregon Laws as amended by Chapter 184 of the General Laws of Oregon for 1913, and as further amended by Chapter 225 of the General Laws of Oregon for 1917, the Commission of Public Docks notified the County Clerk and the County Assessor that the tax levy of the department for the fiscal year ending November 30, 1921, had been fixed at \$593,332.78.

Pursuant to Section 163 of the Charter of the City of Portland as revised by the Council August 19, 1914, there is submitted herewith an itemized account of the receipts and expenditures of the current year.

All ordinances passed by the Commission of Public Docks are matters of public record and are on file in the office of the Auditor of the City of Portland, and also in the office of the Commission.

Respectfully submitted,

JOHN H. BURGARD,
Chairman, The Commission of Public Docks.

Annual Report of Secretary

BALANCE SHEET—THE COMMISSION OF PUBLIC DOCKS OF THE CITY OF PORTLAND, OREGON

Fiscal Year Ended November 30, 1921

RESOURCES

LIQUID: Cash (See Schedule "A"):

General Fund	\$ 153,181.89
Construction Fund	330,045.53
Sinking Fund "A"	1,770.27
Sinking Fund "B"	2,769.81
Sinking Fund "C"	6,914.97
Sinking Fund "E"	495.64
Sinking Fund "F"	602.31
Sinking Fund "No. 1"	487.03
Special Fund "A"	33,633.98
Contingent Fund	20,000.00

\$ 549,901.43

Investments (See Schedule "B"):

Sinking Fund "A"	10,500.00
Sinking Fund "B"	262,300.00
Sinking Fund "C"	166,086.03
Sinking Fund "E"	24,000.00
Sinking Fund "F"	15,500.00
Sinking Fund "No. 1"	25,196.00
Special Fund "A"	5,000.00

508,582.03

Accounts receivable

73,451.01

FIXED: Real Estate (See Schedule "C")

1,522,121.56

Plant:

Portland Municipal Terminal No. 1..	664,195.18
Portland Municipal Terminal No. 2..	292,638.67
Portland Municipal Terminal No. 3..	58,325.73
Portland Municipal Terminal No. 4..	5,236,291.51
Portland Municipal Dry Dock.....	1,124,352.63
General Office and Municipal Boat Landing, Stark Street.....	46,158.81
Municipal Boat Landing, Woodward Avenue	4,740.27
Municipal Street Railway to Terminal No. 4	54,642.25

7,481,345.05

Portable Equipment:

Portland Municipal Terminal No. 1..	16,216.59
Portland Municipal Terminal No. 2..	1,871.78
Portland Municipal Terminal No. 3..	1,402.77
Portland Municipal Terminal No. 4..	79,619.72
General (Administration)	6,968.83
Field (construction)	19,077.70
Maintenance (all terminals).....	835.83

125,993.22

SUNDRY: Delinquent Taxes

70,705.54

Deferred Charges:

Prepaid insurance	43,342.28
Bond discounts	370,920.21

414,262.49

Total Assets.....

\$10,746,362.33

Annual Report of Secretary

BALANCE SHEET—THE COMMISSION OF PUBLIC DOCKS OF THE CITY OF PORTLAND, OREGON Fiscal Year Ended November 30, 1921

LIABILITIES

CURRENT: Accounts Payable..... \$ 73,164.63

FIXED: Bonded Indebtedness:

Bonds Authorized:
Dock Bonds\$2,500,000.00
Elevator Bonds 3,000,000.00
Harbor Bonds 5,000,000.00
St. Johns Dock Bonds..... 60,000.00

10,560,000.00

Unused Bonds:
Dock Bonds 99,800.00
Elevator Bonds 500,000.00

599,800.00

Bonds Redeemed:
Elevator Bonds 135,000.00

734,800.00

\$9,825,200.00

SUNDRY: 1922 Taxes received in 1921. 4,894.73

RESERVES: Reserves:

For Unpaid Taxes 65,810.81
For maintenance 36,525.02
For amortization of bond discounts... 370,920.21
For bad debts 8,364.91
For insurance 20,124.41

501,745.37

Total Liabilities..... \$10,405,004.73

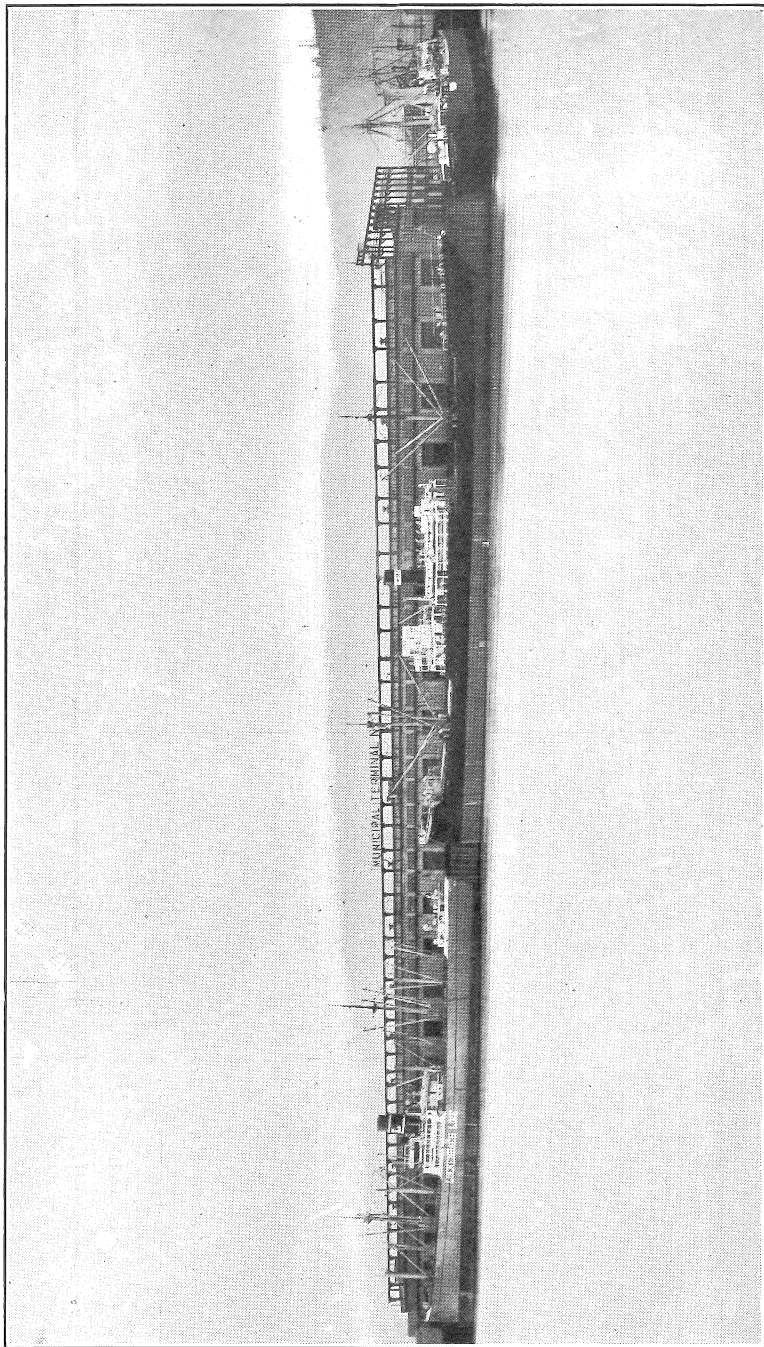
SURPLUS:

Includes operation and bond redemption
accounts

341,357.60

\$10,746,362.33

Revenue, Terminal No. 3:		
Labor and material for others.	3,400.16	2,113.16
Wharfage	1,060.66	6,546.13
Dockage	535.78	176.02
Storage	9,625.16	144.13
Sundries	69.64	108.08
		25.48
		827.52
		1,731.59
		239.65
	14,741.40	11,911.76
Revenue, Terminal No. 4:		
Labor and material for others.	89,279.14	95,041.48
Wharfage and elevation	70,332.88	54,188.45
Dockage	669.22	6,714.26
Storage	67,238.90	1,746.03
Rental of equipment	16,631.27	10,107.11
Track Scales—T. C. F. B.	725.00	338.28
Rentals	1,462.40	274.89
Water	1,744.22	1,600.00
Electric current	606.11	780.86
Sundries	38.60	15,269.49
		14,474.73
		10,097.39
	247,837.74	210,432.96
Miscellaneous Revenue:		
Public Levee	3,849.99	
Street Ends	1,195.36	
	5,045.35	
Harbor Development:		
Refund to Commission by Port of Portland, City of Portland and Committee of Fifteen of unused advance for Swan Island navigation		7,770.08
		.82
		11,355.45
		20,124.41
		\$ 929,893.21
Reserve for Maintenance:		
Amount returned as expenditures in excess of 1922 budget		220,151.01
Total Revenue		\$1,150,044.22



HARBOR VIEW—PORTLAND MUNICIPAL TERMINAL NO. 1

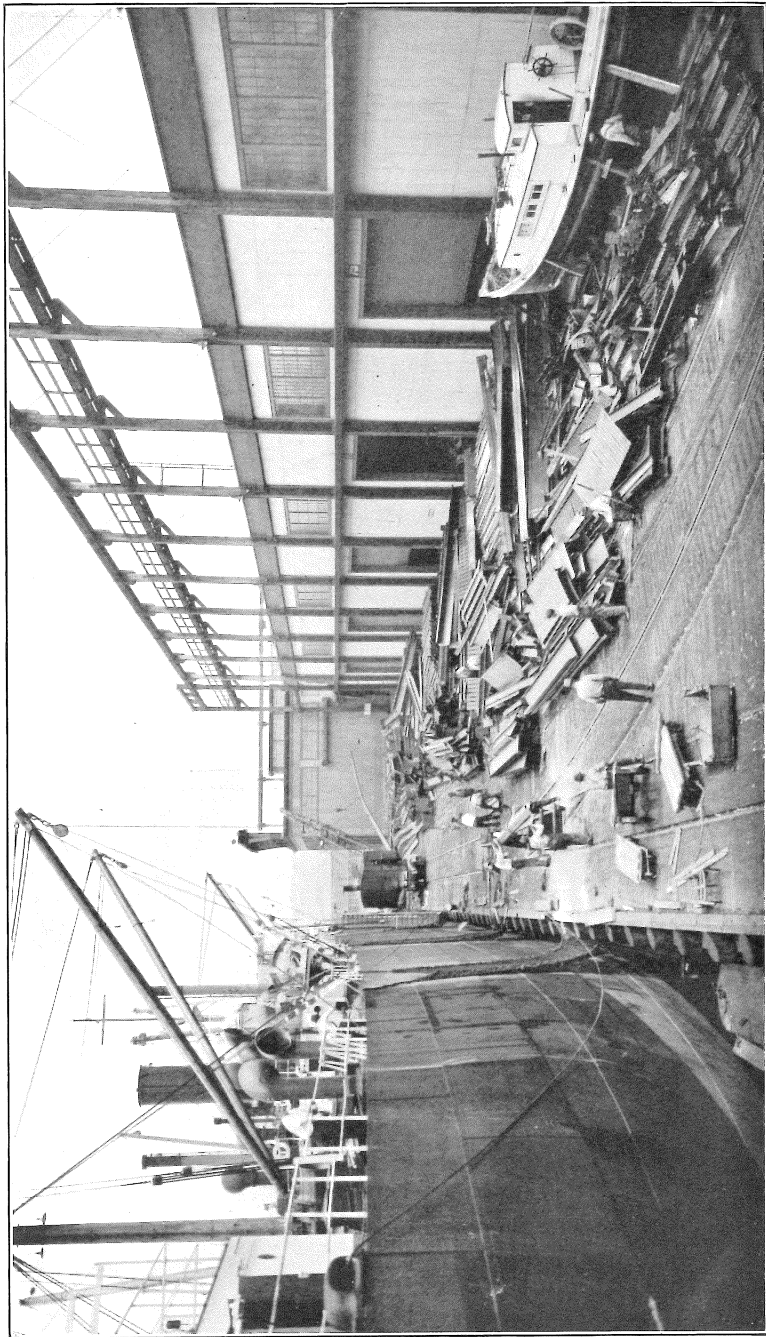
This architectural site plan illustrates the layout of the Emerson Hardwood Co. plant, situated along N. 17th St. and the Willamette River. The plan includes the following features and dimensions:

- Streets:** N. 17th St. (top), Willamette River (bottom), and Front Street (top right).
- Warehouse:** A "ONE STORY WAREHOUSE" measuring 230' by 206', featuring an "OFFICE" and a "RAMP".
- Storage Area:** A large "SPACE FOR OPEN STORAGE AND FUTURE WAREHOUSE" located between the warehouse and the docks.
- Docks:**
 - Covered Dock:** A long dock structure measuring 500' by 62', featuring a "PLATFORM WITH AWNING" and a "ONE LEVEL SECTION OF DOCK".
 - Uncovered Dock:** A dock structure measuring 368' by 420', featuring a "DRIVEWAY" and a "RAMP".
 - Covered Dock:** A dock structure measuring 497' by 187', featuring an "ELEVATOR".
- Slip:** A "SLIP" area measuring 420' by 55'.
- Other Features:**
 - Overhead Conveyor:** A conveyor system measuring 87.8'.
 - Central Driveway:** A driveway measuring 303'.
 - Concrete Fire Wall:** A wall measuring 955'.
 - Platform:** A platform measuring 206'.
 - Roadway:** A roadway measuring 80'.
 - Office:** An office building measuring 176'.

The plan also shows various ramps, tracks, and a marginal way. The overall dimensions of the site are 541' by 500'.

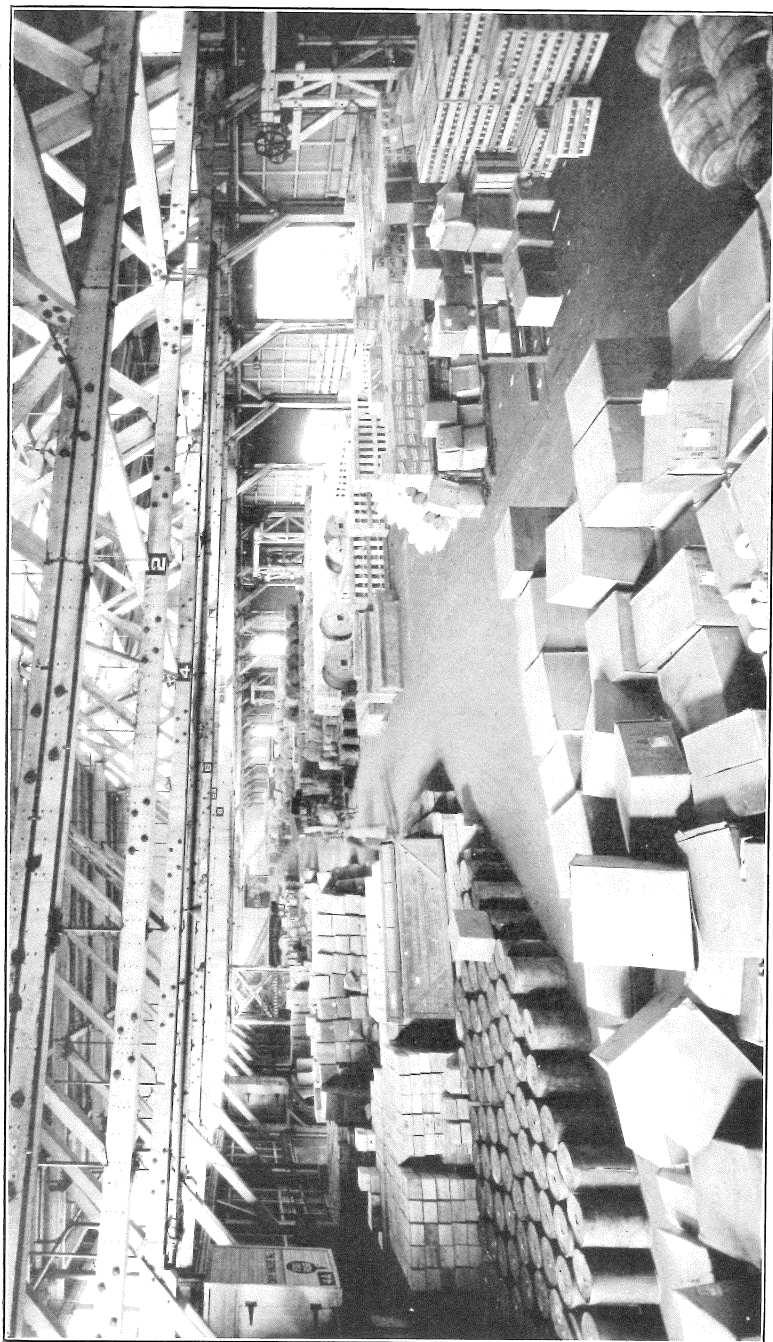
This architectural site plan illustrates the layout of the Plant of Emerson Hardwood Co. The plan is oriented with N. 17th St. at the top and the Willamette River at the bottom. Key features include:

- Front Street:** Located at the top of the plan, with a width of 80 feet.
- Warehouse and Storage:** A "ONE STORY WAREHOUSE" (230' x 206') and a "SPACE FOR OPEN STORAGE AND FUTURE WAREHOUSE" are situated in the upper left. An "OFFICE" and "RAMP" are also indicated near the warehouse.
- Docks and Slips:**
 - Covered Dock:** A large dock area (176' x 330') with a "DRIVEWAY" and "PLATFORM".
 - Uncovered Dock:** A dock area (368' x 484') with a "RAMP".
 - Slip:** A "SLIP" area (420' x 55') for boat mooring.
 - Covered Dock (Bottom):** A dock area (187' x 497') with a "RAMP" and "ELEVATOR".
- Central Driveway and Platform:** A "CENTRAL DRIVEWAY" (100' x 125') and a "PLATFORM WITH AWNING" (100' x 125') are located in the center. A "CONCRETE FIRE WALL" is also shown.
- Trails and Paths:** A "MARGINAL WAY" and "TRACKS" are shown running horizontally across the middle. A "ROADWAY" is located on the left side.
- Dimensions:** Various dimensions are provided for different sections, including a "TWO LEVEL SECTION OF DOCK" (100' x 125'), a "ONE LEVEL SECTION OF DOCK" (100' x 125'), and a "COVERED DOCK" (100' x 125').
- Orientation:** The plan is oriented with N. 17th St. at the top and the Willamette River at the bottom.



INTERCOASTAL VESSEL DISCHARGING STRUCTURAL STEEL AT PORTLAND MUNICIPAL TERMINAL NO. 1

Brought forward		\$ 12,493.38
Welfare building	290.44	
Ship lighting system.....	1,532.57	
Gas station	321.60	
Sundries, Warehouse "B".....	17.30	
General plant—sundries	992.62	
		15,647.91
Plant, Portland Municipal Terminal No. 2:		
Roadway	651.40	
Protective planking	126.26	
New offices	2,822.72	
Sprinkler system	221.26	
Sundry betterments	1,141.76	
		4,963.40
Plant, Portland Municipal Terminal No. 3:		
Sundry betterments.....	492.69	
		492.69
Plant, Portland Municipal Terminal No. 4:		
Grain elevator	17,386.53	
Pier I	8,905.17	
Pier II	328,649.15	
Pier III	8,009.06	
Pier IV	413.03	
Pier V	380,218.06	
Oil Storage Plant.....	8,659.26	
Engineering	4,147.06	
Dredge and filling.....	27,516.32	
Tracks	39,618.72	
Roads	5,577.50	
Slip 1	4,841.90	
Slip 2	4,688.24	
Slip 3	64,584.77	
Water	8,150.47	
Electric service	4,853.60	
Track scales	15,593.37	
Administration building	24.07	
Bulkheads	20,009.13	
Railway equipment	5,030.79	
Welfare building	13.13	
Cafeteria	107.21	
O.-W. oil tank line.....	796.17	
Residence	140.14	
Fire protection	2,954.06	
Oil station	1,609.18	
Sundries	2,330.63	
		\$ 964,826.72



TYPICAL GENERAL CARGO ON DOCK NO. 1. MUNICIPAL TERMINAL NO. 1

Portland Municipal Dry Dock:

Pontoons	\$ 279,315.63	
Machinery	130,597.27	
Motors	29,615.00	
Wiring	15,475.25	
Control house	695.00	
Berth and pier	95,000.00	
Engineering	5,700.99	
Sundries	3,093.69	
		559,492.83

Plant, Stark Street:

Sundry additions.....	379.52	379.52
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Plant, Woodward Avenue:

Sundry additions.....	9.96	9.96
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Plant, Street Railway:

Overhead construction	9,846.94	
Engineering	51.26	
Waiting room	108.95	
Sundries	411.99	
		10,419.14

Real Estate	8,298.90
--------------------------	-----------------

Harbor Development	26.40
---------------------------------	--------------

Expense Bond Issues.....	39.57
---------------------------------	--------------

Equipment:

Portland Municipal Terminal No. 1..	5,068.94	
Portland Municipal Terminal No. 2..	279.78	
Portland Municipal Terminal No. 3..	91.08	
Portland Municipal Terminal No. 4..	18,826.15	
Field	945.65	
General	1,919.42	
Maintenance	759.30	
		27,890.32

Insurance:

Liability and fire.....	12,676.50
-------------------------	-----------

Transferred:

To General Fund—accrued interest on bonds sold.....	1,527.75
--	----------

Balance, November 30, 1921.....

\$1,606,691.61
330,045.53
<u>\$1,936,737.14</u>



WOOL CARGOES ASSEMBLED AT MUNICIPAL TERMINAL NO. 1 FOR SHIPMENT BY VESSELS TO ATLANTIC SEABOARD

GENERAL FUND (OPERATING ACCOUNT)

Receipts

Revenue from Operation:

Portland Municipal Terminal No. 1..	\$ 127,407.27	
Portland Municipal Terminal No. 2..	69,175.90	
Portland Municipal Terminal No. 3..	14,173.44	
Portland Municipal Terminal No. 4..	213,938.76	
Public Levee	4,150.02	
		\$ 428,845.39

Interest:

On daily balances.....	25,549.20	25,549.20
------------------------	-----------	-----------

Taxes:

Current and future.....	603,248.04	
Delinquent	32,396.92	
		635,644.96

Sundries:

Sales of prints.....	18.88	
Return premiums on insurance.....	7,483.81	
Return premiums on surety bonds...	20.36	
Port of Portland's proportion of Joint		
Traffic expense	276.51	
Repairs chargeable to others.....	362.77	
Refunds account thefts.....	89.02	
Refunds account auto damage.....	24.60	
Accounts repayable	166.80	
Telephone tolls, etc.....	1.60	
A. D. T. watchmen's delinquency....	4.50	
Cancelled checks drawn in error.....	500.00	
Transferable to construction fund....	46.41	
Sundry service for others.....	17.07	
		9,012.33

Transferred:

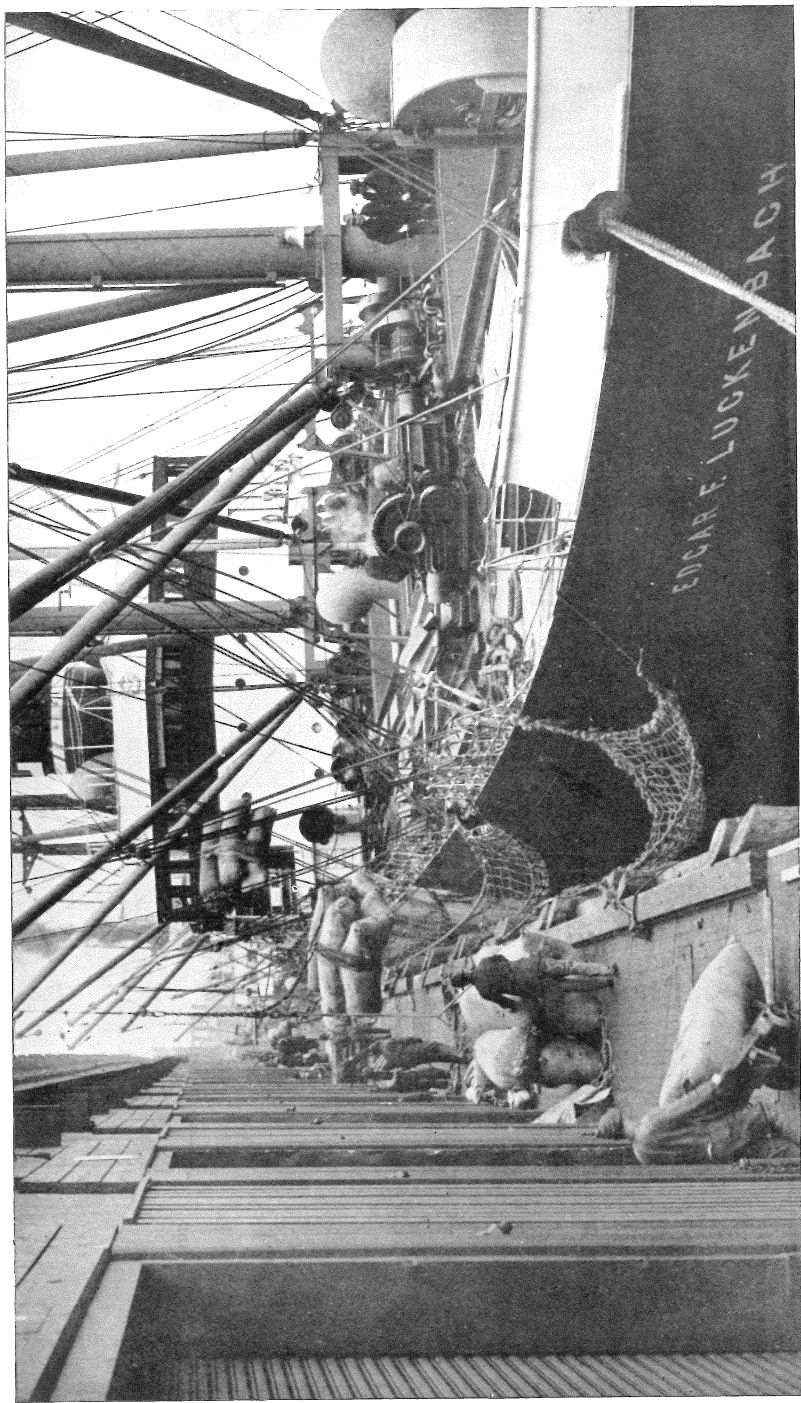
From Construction Fund account re-		
distribution of sundry receipts and		
expenditures		8,078.51

1,107,130.39

Balance, December 1, 1920.....	145,902.96
--------------------------------	------------

\$1,253,033.35

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VESSEL LOADING WOOL AT MUNICIPAL TERMINAL NO. 1 FOR ATLANTIC COAST

Expenditures**Administration:**

Salaries and wages.....	36,608.01	
Supplies and expense.....	36,994.10	
		73,602.11

**Operation, Portland Municipal Terminal
No. 1:**

Salaries and wages.....	52,102.68	
Supplies and expense.....	4,901.60	
		57,004.28

**Operation, Portland Municipal Terminal
No. 2:**

Salaries and wages.....	30,195.05	
Supplies and expense.....	2,212.14	
		32,407.19

**Operation, Portland Municipal Terminal
No. 3:**

Salaries and wages	8,718.24	
Supplies and expense.....	414.07	
		9,132.31

**Operation, Portland Municipal Terminal
No. 4:**

Salaries and wages.....	145,194.59	
Supplies and expense.....	19,845.17	
		165,039.76

**Operation, Portland Municipal Street Rail-
way:**

P. R. L. & P. operation.....		7,766.72
------------------------------	--	----------

Maintenance:

Plant	42,961.19	
Equipment	11,547.12	
		54,508.31

(Note: \$614.50 transferred to construction fund to adjust distribution.)

Insurance:

Fire	33,634.46	
Liability	4,489.69	
		38,124.15

Interest:

On bonded indebtedness—current..	461,860.00	
Transferred to construction fund to reimburse amounts paid in previous years, of first interest due on bonds	45,000.00	
		506,860.00

Bond Redemption:

Second installment elevator series I..	50,000.00	
First installment elevator series II...	35,000.00	
		85,000.00

	Brought forward	\$1,029,444.83
Transferred:		
Sinking Fund "A"	1,000.00	
Sinking Fund "B"	28,125.00	
Sinking Fund "C"	18,432.00	
Sinking Fund "E"	3,072.00	
Sinking Fund "F"	2,424.00	
Sinking Fund No. 1.....	5,205.00	
1921 Sinking Fund installment.....	58,258.00	
Special Fund "A"	10,000.00	
		68,258.00
Sundries:		
Refunds of overpayments.....	1,055.12	
Accounts repayable	164.22	
Transfer to Construction Fund to ad- just distribution	929.29	
		2,148.63
		\$1,099,851.46
Balance, November 30, 1921.....		153,181.89
		<u>\$1,253,033.35</u>

SINKING FUND "A"

(For redemption of \$50,000.00 Dock Bonds, Series A)

Receipts**Interest:**

Earnings on securities.....\$	526.64	
Daily balances	16.39	
		\$ 543.03

Sinking Fund Securities:

Bonds redeemed	500.00
----------------------	--------

Transferred:

1921 installment from General Fund..	1,000.00
--------------------------------------	----------

	2,043.03
Balance, December 1, 1920.....	2,244.40
	<u>\$ 4,287.43</u>

Expenditures**Sinking Fund Securities:**

City of Portland Imp. Bonds.....	2,517.16
----------------------------------	----------

Balance, November 30, 1921.....	1,770.27
	<u>\$ 4,287.43</u>

SINKING FUND "B"

(For redemption of \$1,250,000 Dock Bonds, Series B)

Receipts**Interest:**

Earnings on securities.....	\$ 11,264.27	
Daily balances	148.82	
	<u> </u>	\$ 11,413.09

Sinking Fund Securities:

Bonds redeemed	3,500.00
----------------------	----------

Transferred:

1921 installment from General Fund..	28,125.00
--------------------------------------	-----------

	\$ 43,038.09
Balance, December 1, 1920.....	<u>65,652.61</u>
	<u>\$108,690.70</u>

Expenditures**Sinking Fund Securities:**

City of Portland Bonds.....	\$ 105,920.89
Balance, November 30, 1921.....	2,769.81
	<u> </u>
	<u>\$ 108,690.70</u>

SINKING FUND "C"

(For redemption of \$900,000.00 Dock Bonds, Series C)

Receipts**Interest:**

Earnings on securities.....	\$ 6,534.80	
Daily balances	349.07	
	<u> </u>	\$ 6,883.87

Sinking Fund Securities:

Bonds redeemed	\$ 2,500.00
----------------------	-------------

Transferred:

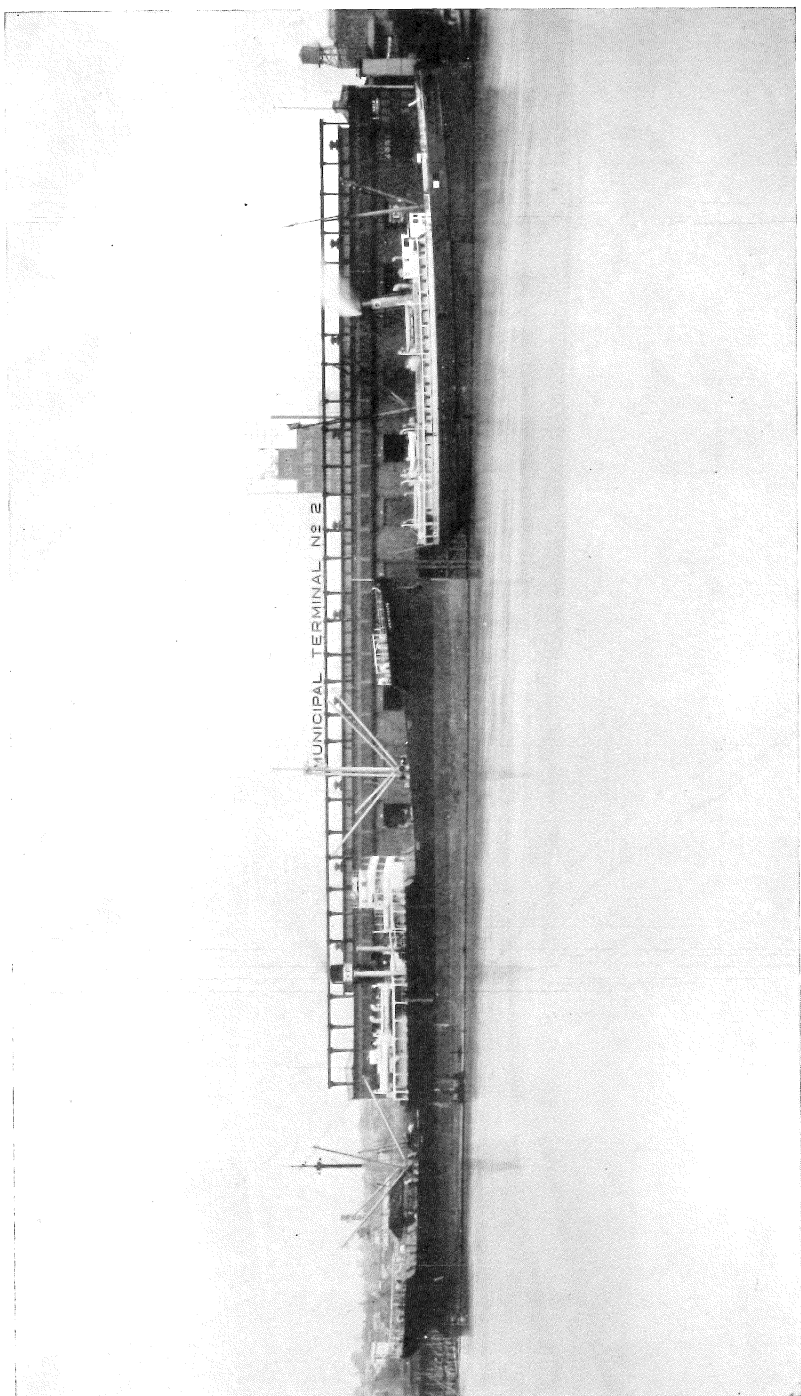
1921 installment from General Fund..	18,432.00
--------------------------------------	-----------

	\$ 27,815.87
Balance, December 1, 1920.....	<u>44,205.62</u>
	<u>\$72,021.49</u>

Expenditures**Sinking Fund Securities:**

City of Portland Bonds.....	\$ 65,106.52
Balance, November 30, 1921.....	6,914.97
	<u> </u>
	<u>\$72,021.49</u>

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PORTLAND MUNICIPAL TERMINAL NO. 2 SERVING COASTAL AND INTERCOASTAL COMMERCE

SINKING FUND "E"

(For redemption of \$100,000.00 Dock Bonds, Series E)

Receipts**Interest:**

Earnings on securities	\$ 1,038.28	
Daily balances	20.50	
		\$ 1,058.78

Sinking Fund Securities:

Bonds redeemed		1,000.00
----------------------	--	----------

Transferred:

1921 installment from General Fund..		3,072.00
--------------------------------------	--	----------

	\$ 5,130.78	
Balance, December 1, 1920.....	6,315.81	

\$ 11,446.59
Expenditures**Sinking Fund Securities:**

City of Portland Bonds.....	\$ 10,950.95	
-----------------------------	--------------	--

Balance, November 30, 1921.....	495.64	
---------------------------------	--------	--

\$ 11,446.59
SINKING FUND "F"

(For redemption of \$100,000.00 Dock Bonds, Series F)

Receipts**Interest:**

Earnings on securities.....	\$ 700.00	
Daily balances	35.40	

(Transferable to Sinking Fund No. 1)....	\$ 735.40	
--	-----------	--

Transferred:

1921 installment from General Fund...	2,424.00	
---------------------------------------	----------	--

	\$ 3,159.40	
Balance, December 1, 1920.....	10,991.44	

\$ 14,150.84
Expenditures**Sinking Fund Securities:**

City of Portland Bonds.....	13,548.53	
-----------------------------	-----------	--

Balance, November 30, 1921.....	602.31	
---------------------------------	--------	--

\$ 14,150.84

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TYPICAL PAPER CARGO ASSEMBLED AT MUNICIPAL TERMINAL NO. 2 FOR COASTAL SHIPMENT BY VESSEL

SINKING FUND NO. 1

(For redemption of \$60,000.00 Dock Bonds of former City of St. Johns)

Receipts**Interest:**

Earnings on securities.....	\$ 983.98	
Daily balances	32.63	
		1,016.61

Sinking Fund Securities:

Bonds redeemed.....	500.00
---------------------	--------

Transferred:

1921 installment from General Fund..	5,205.00
--------------------------------------	----------

	\$ 6,721.61
Balance, December 1, 1920.....	9,782.87
	<u>\$ 16,504.48</u>

Expenditures**Sinking Fund Securities:**

City of Portland Bonds.....	16,017.45
-----------------------------	-----------

Balance, November 30, 1921.....	487.03
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	<u>\$ 16,504.48</u>
--	---------------------

SPECIAL FUND "A"

(Reserve Fund for future maintenance)

Receipts**Interest:**

Earnings on securities.....	\$ 385.00	
Daily balances	591.54	
		\$ 976.54

Special Fund Securities:

Bonds redeemed	6,000.00
----------------------	----------

Transferred:

From General Fund	10,000.00
-------------------------	-----------

	\$ 16,976.54
Balance, December 1, 1920.....	16,657.44
	<u>\$ 33,633.98</u>
	<u>\$ 33,633.98</u>
Balance, November 30, 1921.....	<u>\$ 33,633.98</u>

SCHEDULE "B"
INVESTMENT INVENTORY, NOVEMBER 30, 1921

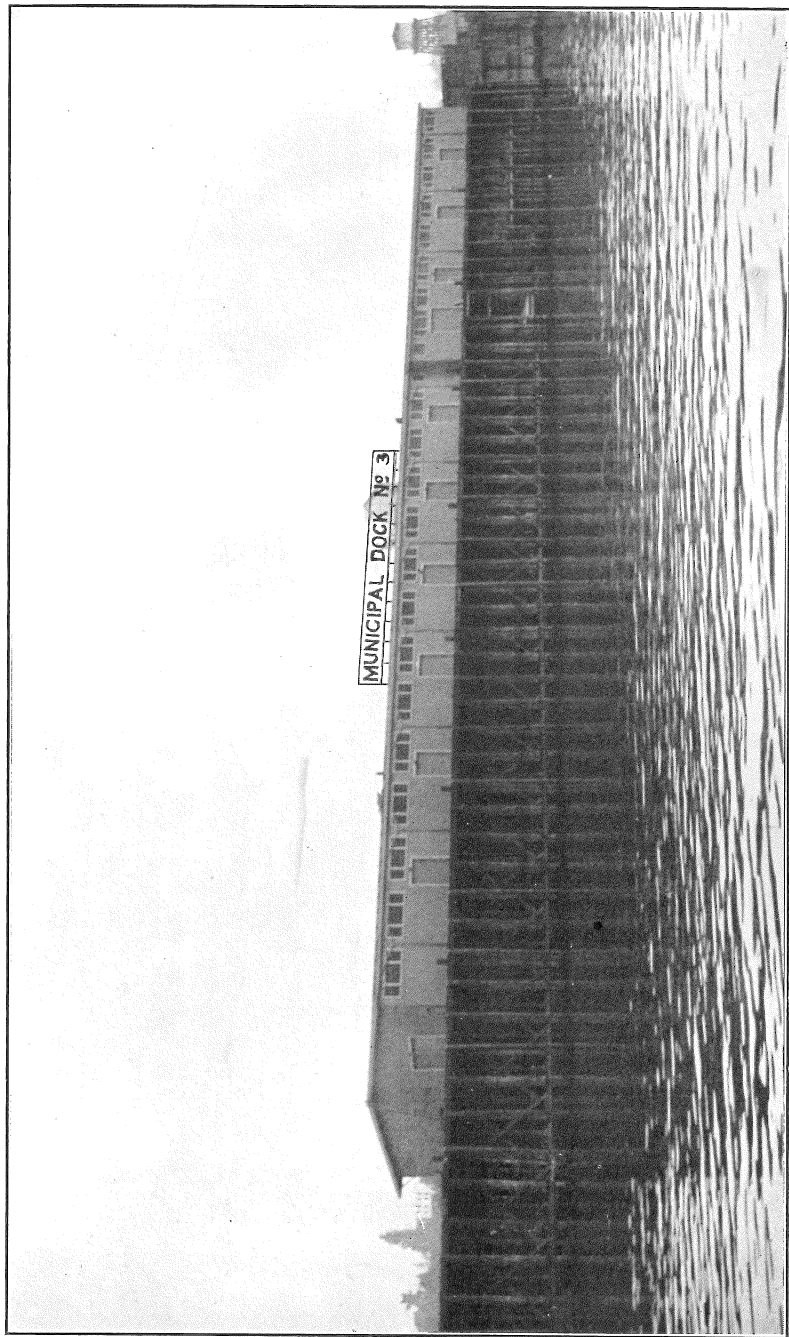
Sinking Fund "A" Securities:		Par Value
Dock Bonds, Series "E," dated Oct. 1, 1914; 25-year, 4½ per cent, denomination \$1,000.00, numbers 1 to 3, inclusive	\$ 3,000.00	
U. S. Victory Gold Notes, dated May 20, 1919, 1922-23 maturity; 4¾ per cent; denomination \$1,000.00; numbers J-2061695-699, inclusive	5,000.00	
City of Portland Improvement Bond, dated March 1, 1921; 10 years; optional 3 years; 6 per cent; denomination \$500.00, number 34862.....	500.00	
City of Portland Improvement Bonds, dated November 1, 1920; 10 year; 6 per cent; denomination \$1,000.00, numbers 33490-491	2,000.00	
	<hr/>	\$ 10,500.00
Sinking Fund "B" Securities:		
Dock Bonds, Series "E," dated Oct. 1, 1914; 25-year; 4½ per cent; denomination \$1,000.00, numbers 4 to 32, inclusive; 52 to 78, inclusive...\$	56,000.00	
City of Portland Improvement Bonds, dated March 1, 1916; 10-year; 6 per cent; denomination \$1,000.00 and \$500.00; numbers 30611 and 30664..	1,500.00	
U. S. Victory Gold Notes, dated May 20, 1919; 1922-23 maturity; 4¾ per cent; denomination \$1,000.00; numbers J-2061700-37, inclusive.....	38,000.00	
U. S. Victory Liberty Loan Gold Notes, dated May 20, 1919; 1922-23 maturity; 4¾ per cent; denomination \$100.00; numbers J-10005234-6, inclusive	300.00	
U. S. Liberty 2ds Converted, dated Nov. 15, 1918, 25-year; 4¾ per cent; denomination \$1,000.00; numbers 00475873-80, inclusive; 00006154-00475882-902, inclusive	30,000.00	
U. S. Liberty Loan, 4th Issue Converted; dated Oct. 24, 1918; 20-year; 4¾ per cent; denomination \$50.00; numbers 00210098-100, inclusive; 0021263-9, inclusive	500.00	
U. S. 4th Issue Converted; dated Oct. 24, 1918; 20-year; 4¾ per cent; denomination \$5,000.00; numbers 00026322-00026810-4, inclusive	30,000.00	

City of Portland Improvement Bonds, dated March 1, 1921; 10-year; optional 3-year; 6 per cent; denomination \$1,000.00; numbers 34842-7, inclusive	6,000.00	
City of Portland Improvement Bonds, dated Nov. 1, 1920; 10-year; 6 per cent; denomination \$1,000.00; numbers 33425-89, inclusive	65,000.00	
City of Portland Refunding Bonds, dated May 1, 1903; 25-year; 4 per cent; denomination \$500.00; numbers 3-6, inclusive	2,000.00	
City of Portland New City Hall Bonds, dated July 1, 1892; 30-year; 5 per cent; denomination \$1,000.00; numbers 74-35	2,000.00	
City of Portland Water Bonds; dated July 1, 1893; 30-year; 5 per cent; denomination \$1,000.00; numbers 784-934-900-9, inclusive; 920-7, inclusive; 938-9-957-975	25,000.00	
City of Portland Harbor Development Bonds; dated Feb. 2, 1920; 5-year; 4½ per cent; denomination \$1,000.00; numbers 66-71, inclusive	6,000.00	
		\$ 262,300.00

Sinking Fund "C" Securities:

City of Portland Improvement Bonds; dated Nov. 1, 1920; 10-year; 6 per cent; denomination \$500; 451.05; numbers 33610-7, inclusive	4,451.05
City of Portland Refunding Bonds; dated May 1, 1903; 25-year; 4 per cent; denomination \$500; numbers 7-8	1,000.00
City of Portland New City Hall Bonds; dated July 1, 1892; 30 years; 5 per cent; denomination \$1,000.00; number 91	1,000.00
City of Portland Water Bonds; dated July 1, 1893; 30-year; 5 per cent; denomination \$1,000.00; numbers 769-83, inclusive	15,000.00
City of Portland Dock Bonds; Series D1; dated Sept. 1, 1913; 10-year; 5 per cent; denomination \$100.00; numbers 1-2	200.00
City of Portland Series "E"; dated Oct. 1, 1914; 25-year; 4½ per cent; denomination \$1,000.00; numbers 33-51, inclusive; 79-97, inclusive.....	38,000.00

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HARBOR VIEW, PORTLAND MUNICIPAL TERMINAL NO. 3

City of Portland Improvement Bonds; dated Jan. 1, 1916; 10-year; 6 per cent; denomination \$434.98; \$500.00; numbers 30442-30667	934.98	
U. S. Victory Gold Notes; dated May 20, 1919; 4¾ per cent; 1922-23 ma- turity; denomination \$1,000.00; num- bers 2061738-59, inclusive	22,000.00	
U. S. Liberty 2ds Converted; dated Nov. 15, 1918; 25-year; 4¾ per cent; denomination \$1,000.00; numbers 00256571-90, inclusive	20,000.00	
U. S. Liberty 4th Loan, Converted; dated Oct. 24, 1918; 20-year; 4¾ per cent; denomination \$5,000.00; num- bers 00026815-8, inclusive.....	20,000.00	
City of Portland Improvement Bonds; dated March 1, 1921; optional 3- year; 10-year; 6 per cent; denomina- tion \$1,000.00; numbers 34747-61, in- clusive; 34848-55, inclusive; denom- ination \$500.00; numbers 34893-900, inclusive; denomination \$1,000.00; numbers 34812-6, inclusive	32,000.00	
City of Portland Improvement Bonds; dated Nov. 1, 1920; 10-year; 6 per cent; denomination \$500.00; numbers 33587-609, inclusive	11,500.00	
		\$ 166,086.03

Sinking Fund "E" Securities:

City of Portland Series "E" Bonds; dated Oct. 1, 1914; 25-year; 4½ per cent; denomination \$1,000.00; num- bers 98-100, inclusive	3,000.00	
U. S. Victory Gold Notes; dated May 20, 1919; maturity 1922-23; 4¾ per cent; numbers J-2061760-6, inclusive	7,000.00	
U. S. Liberty 2ds Converted; dated Nov. 15, 1918; 25-year; 4¾ per cent; denomination \$1,000.00; numbers 00256591-3, inclusive	3,000.00	
City of Portland Improvement Bonds; dated March 1, 1921; 10-year; op- tional 3-year; 6 per cent; denomina- tion \$500.00; numbers 34911-3, in- clusive	1,500.00	
City of Portland Improvement Bonds; dated Nov. 1, 1920; 10-year; 6 per cent; denomination \$1,000.00; num- bers 33502-7, inclusive	6,000.00	

City of Portland Water Bonds; dated July 1, 1893; 30-year; 5 per cent; denomination \$1,000.00; numbers 761-3, inclusive	3,000.00	
City of Portland Albina Ferry Bonds; Series 1903; dated Jan. 1, 1904; 30-year; 4 per cent; denomination \$500.00; number 10	500.00	
		\$ 24,000.00

Sinking Fund "F" Securities:

U. S. Liberty 2ds Converted; dated Nov. 15, 1917; 25-year; $4\frac{3}{4}$ per cent; denomination \$1000.00; numbers 00256570-00256699	2,000.00	
City of Portland Improvement Bonds; dated March 1, 1921; 10-year; optional 3-year; 6 per cent; denomination \$500.00; number 34914.....	500.00	
City of Portland Improvement Bonds; dated Nov. 1, 1920; 10-year; 6 per cent; denomination \$1,000.00; numbers 33492-501, inclusive.....	10,000.00	
City of Portland Water Bonds; dated July 1, 1893; 30-year; 5 per cent; denomination \$1,000.00; numbers 74-348-2100	3,000.00	
		\$ 15,500.00

Sinking Fund No. 1 Securities:

U. S. Victory Gold Notes; dated May 20, 1919; maturity 1922-23; $4\frac{3}{4}$ per cent; denomination \$1,000.00; numbers 2061767-74, inclusive	8,000.00	
War Savings Certificate, Series 1919; dated Dec. 1, 1919; 5-year; denomination \$846; number 49326.....	846.00	
U. S. Liberty Bond; dated May 9, 1918; 10-year; $4\frac{3}{4}$ per cent; denomination \$50; numbers 195725-31, inclusive	350.00	
City of Portland Improvement Bonds; dated March 1, 1921; optional 3 years; 10-year; 6 per cent; denomination \$500.00; numbers 34915-6..	1,000.00	
City of Portland Improvement Bonds; dated Nov. 1, 1920; 10-year; 6 per cent; denomination \$1,000.00; numbers 33508-16, inclusive	9,000.00	
City of Portland Water Bonds; dated July 1, 1893; 30-year; 5 per cent; denomination \$1,000.00; numbers 764-8, inclusive	5,000.00	

City of Portland Water Bonds; dated July 1, 1893; 30-year; 5 per cent; denomination \$1,000.00; number 2101	1,000.00	\$ 25,196.00
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Special Fund "A" Securities:

U. S. Liberty 2d Converted; dated May 9, 1919; 25-year; 4¼ per cent; denomination \$1,000.00; numbers 00256560-4, inclusive	5,000.00	\$ 5,000.00
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SCHEDULE "C"**Segregation of Cost of Real Estate Owned or Controlled by the Commission of Public Docks as of November 30, 1921**

Terminal No. 1.....	\$ 976,948.21
Terminal No. 2.....	355,531.27
Terminal No. 3.....	41,118.40
Terminal No. 4.....	141,941.70
Public Levee	655.00
Ferry Landing	10.00
Street Railway	5,916.98
	<u>\$1,522,121.56</u>

ANALYSIS OF COST OF OPERATION OF MUNICIPAL STREET RAILWAY

Jersey and Fessenden Streets to Municipal Terminal No. 4 by Portland Railway, Light & Power Company for the Commission of Public Docks of the City of Portland, Fiscal Year Ended November 30, 1921:

Expense

Maintenance:

Way and structure—Cost plus 10 per cent	\$ 160.67	
Equipment—Cost	1,716.70	
	<u> </u>	\$ 1,877.37

Transportation:

Platform men—cost	\$ 3,853.43	
Other expenses—cost	1,253.86	
Power—2 cents per K. W. H.....	2,935.70	
	<u> </u>	\$ 8,042.99

Administration:

General Expenses—cost	1,528.47	
Interest—fixed charge	706.26	
Taxes—cost	193.08	
	<u> </u>	\$ 2,427.81

Total expense.....		\$ 12,348.17
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Revenue:

Passenger fares	<u>4,581.45</u>
Net loss	<u>\$ 7,766.72</u>

COMPARATIVE STATEMENT OF DIRECT OPERATING REVENUE AND EXPENSE
(Fiscal Years 1914 to 1921)

	1914	1915	1916	1917	1918	1919	1920	1921
Terminal No. 1:								
Revenue.....	\$11,419.04	\$14,143.92	\$25,624.48	\$37,599.19	\$73,646.95	\$93,185.41	\$67,190.90	\$130,853.72
Expense.....	5,538.86	11,154.43	13,997.28	19,827.21	35,148.19	49,417.46	37,994.61	87,580.09
Surplus.....	\$5,880.18	\$2,989.49	\$11,627.20	\$17,771.98	\$38,498.76	\$43,767.95	\$29,196.29	\$43,273.63
Terminal No. 2:								
Revenue.....		\$1,681.85	\$7,940.53	\$20,563.44	\$29,194.90	\$52,105.05	\$63,709.99	\$68,701.34
Expense.....		4,401.19	8,335.00	15,407.43	22,884.96	36,482.62	44,482.83	40,277.00
Surplus.....		*\$2,719.34	*\$394.47	\$5,156.01	\$6,309.94	\$15,622.43	\$19,227.16	\$28,424.34
Terminal No. 3:								
Revenue.....		\$964.68	\$3,721.23	\$4,418.11	\$9,655.33	\$14,945.03	\$26,080.90	\$14,741.40
Expense.....		500.45	1,293.99	749.52	5,592.54	15,780.16	16,428.99	11,911.76
Surplus.....		\$464.23	\$2,427.24	\$3,668.59	\$4,062.79	*\$835.13	\$9,651.91	\$2,829.64
Terminal No. 4:								
Revenue.....				\$25.00	\$300.00	\$74,205.92	\$190,035.51	\$247,837.74
Expense.....				.....	546.64	61,348.34	158,191.49	210,432.96
Surplus.....				*\$25.00	*\$246.64	\$12,857.58	\$31,844.02	\$37,404.78

Interest, Administration and Plant Depreciation not considered.

*Deficit.

FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 1
(Tons of 2000 pounds)

	1915	1916	1917	1918	1919	1920	1921
Apples	110	404	13	.....	.....	.....	.....
Asphalt .....	.....	531	210	.....	3,080	3,400	645
Autos and parts .....	.....	2	.....	28	116	71	284
Ballast and gravel	743	.....	600	.....	.....	2,271	269
Books and stationery .....	.....	.....	.....	.....	.....	275	530
Building material	119	.....	22	244	75	1,585	1,008
Canned fish	3,854	4,940	5,149	690	2,117	3,161	12,690
Canned goods	386	15	38	35	82	494	2,115
Cans and tops	7,986	18,189	21,122	13,038	21,115	15,115	9,101
Cascara bark	17	.....	.....	.....	863	83	.....
Cement, plaster and lime	720	1,163	145	.....	214	1,444	1,103
Cigars and tobacco .....	.....	.....	.....	.....	.....	.....	65
Cocanut and cocoa meal .....	.....	.....	.....	68	121	38	.....
Coal .....	.....	.....	55	30,946	3,005	718	1,423
Contractors' equipment .....	.....	.....	.....	649	666	210	.....
Copra .....	.....	524	2,919	9,793	5,690	.....	.....
Cordwood .....	.....	.....	107	111	.....	.....	.....
Cotton .....	.....	77	175	33	10	98	667
Crates and boxes	42	434	1,174	22,491	22,002	35,543	12,027
Drugs and chemicals	372	14	.....	.....	122	722	3,565
Drygoods and merchandise	563	16	1	7	82	4,313	625
Feed, hay and grain	2,647	509	58	6	790	265	2,479
Fertilizer .....	.....	.....	.....	.....	.....	.....	205
Flour	1,787	167	18	10,642	27,736	836	4,846
Fruit and vegetables, fresh	16	86	26	68	239	257	879
Groceries and confectionery	1,295	139	23	71	594	677	6,062
Hardware	2,406	166	197	36	51	2,146	8,280
Hemp and cordage	6	21	5	16	.....	72	577
Hides, leather and rubber goods	212	.....	.....	113	6	68	1,024

	1915	1916	1917	1918	1919	1920	1921
Hops	20	..	..	..	254	146	..
Household goods and furniture.....	345	90	..	32	44	1,170	1,213
Iron and steel.....	2,754	754	2,682	3,243	274	7,783	6,926
Liquor	40	..	..	..	..	..	..
Livestock .....	..	..	3	4	11	2	148
Lumber	4,380	5,406	10,211	13,871	13,174	5,690	5,773
Machinery	981	464	1,446	895	901	1,458	4,720
Manufactured wares	418	26	..	..	21	3,276	1,558
Metal .....	..	..	..	65	2,014	12	4,474
Miscellaneous	775	378	113	111	825	1,015	6,635
Oil and grease.....	..	..	..	..	..	3,045	1,794
Packing house products.....	390	..	147	29	146	29	443
Paints and oils.....	1,182	87	10	552	141	352	1,399
Paper	913	3,096	451	685	1,802	835	1,378
Piling .....	..	256	..	229	795	2,128	148
Pipe and plumbers supplies.....	1,818	176	51	2	114	963	6,894
Rugs and matting .....	..	..	..	..	..	..	908
Rags and waste.....	..	139	519	59	124	58	72
Sacks and burlap.....	28	6	..	..	20	66	..
Salt .....	..	69	70	303	143	29	724
Scrap metal	99	1,422	3,131	1,903	2,021	1,767	1,151
Seeds, bulbs and spices.....	130	82	..	..	16	94	1,900
Ship knees and trenails.....	..	20	..	444	225	..	..
Shooks and staves.....	46	785	4,262	4,821	1,101	179	1,148
Sugar	10	153	6	76	425	41	741
Sulphur	1,232	3,255	697	..	..	..	..
Tallow .....	..	..	..	..	..	..	222
Tea .....	..	..	..	..	..	293	482
Tinplate	1,901	5,177	6,511	10,698	4,477	4,450	780
Wheat .....	..	..	..	..	..	234	2,586
Wire and fencing.....	1,801	26	..	30	..	144	2,863
Wool	615	846	1,652	1,078	1,024	168	11,042
Totals.....	43,159	50,115	64,019	128,215	118,868	109,289	138,591

FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 2

(Tons of 2000 pounds)

	1916	1917	1918	1919	1920	1921
Apples	31	329	135	26	.....	.....
Asphalt	160	1,000	1,229	5,688	3,487	712
Autos and parts	5	.....	.....	316	347	399
Books and stationery .....	.....	.....	.....	373	189	371
Building material .....	.....	.....	.....	220	139	50
Canned milk .....	.....	412	263	1,763	820	.....
Canned goods	1	.....	11	931	2,856	4,994
Canned salmon	360	37	.....	40	240	.....
Cement, plaster and lime	1,931	1,434	4,873	16,532	17,815	16,584
Cigars and tobacco .....	.....	.....	.....	.....	.....	257
Coal .....	.....	.....	.....	.....	36	54
Copra .....	.....	1,440	2,371	.....	.....	549
Cordwood	2,342	4,493	3,076	.....	3	.....
Cotton .....	.....	.....	.....	.....	83	64
Crates and boxes .....	.....	110	32	725	.....	1,229
Drugs and chemicals	5	.....	.....	608	305	756
Drygoods and merchandise .....	.....	.....	2	422	1,283	431
Feed, hay and grain	61	173	158	2,927	1,290	963
Fertilizer	80	.....	76	23	48	859
Flour .....	.....	.....	.....	2,236	3,651	7,479
Fruits and vegetables, fresh	31	59	112	608	780	501
Groceries and confectionery	20	.....	3	4,351	2,144	4,279
Hardware .....	.....	.....	.....	1,502	1,323	1,267
Hemp and cordage	25	.....	87	357	58	401
Hides, leather and rubber goods	1	.....	3	324	178	258
Hops	16	3	10	5	36	.....
Household goods and furniture	3	4	9	620	637	704
Iron and steel .....	.....	.....	146	239	789	708
Livestock .....	.....	.....	.....	11	1	19

	1916	1917	1918	1919	1920	1921
Lumber	1,853	8,596	1,607	1,106	1,435	709
Machinery	18	227	133	636	946	693
Manufactured wares .....	.....	.....	.....	352	10	522
Metal	60	.....	.....	37	.....	133
Miscellaneous	2	290	221	1,778	3,166	3,075
Oil and grease .....	.....	.....	.....	361	31	255
Paints and oils	55	10	168	448	366	1,748
Paper	9,604	8,384	10,712	39,591	43,769	59,180
Pipe and plumbers' supplies	39	20	.....	416	293	220
Potatoes	1,641	3,104	1,754	1,750	1,446	133
Rags and waste .....	.....	.....	.....	.....	185	17
Rugs and matting .....	.....	.....	.....	.....	.....	14
Sacks and burlap	14	12	.....	98	138	365
Seeds, bulbs and spices .....	.....	.....	.....	305	214	312
Salt .....	.....	.....	.....	809	5	777
Sugar .....	.....	.....	.....	513	177	3,473
Shells .....	.....	.....	.....	124	.....	.....
Shingles .....	.....	.....	.....	.....	.....	21
Shooks and staves .....	.....	33	1,268	153	136	116
Shipknees and treenails	180	1,066	2,589	38	.....	.....
Sulphite .....	.....	871	130	735	.....	.....
Sulphur	22	.....	.....	41	.....	.....
Tinplate .....	.....	.....	.....	82	11	.....
Vinegar and cider .....	.....	.....	.....	209	.....	.....
Wire and fencing	61	118	62	74	146	123
Wheat	232	343	1	.....	.....	385
Wool	23	37	82	118	102	1,382
Totals	18,876	32,605	31,323	90,621	91,384	117,541

**FREIGHT RECEIVED AT PORTLAND MUNICIPAL
TERMINAL NO. 3**
(Tons of 2000 pounds)

	*1918	1919	1920	1921
Asbestos	255	14	.....	.....
Asphalt .....	.....	599	1,088	.....
Building material	59	.....	16	.....
Canned goods	43	.....	9	.....
Cord and slabwood.....	12	.....	.....	.....
Coal	588	.....	.....	.....
Cotton	19	102	52	.....
Drugs and chemicals.....	15	19	21	88
Drygoods and merchandise...	.....	.....	.....	158
Feed, hay and grain.....	89	57	785	1
Fertilizer .....	.....	25	.....	1,163
Flour	6	1,977	2,397	1
Fresh fruit and vegetables....	11	8	2	.....
Groceries and confectionery...	8	2	.....	.....
Household goods and furniture	119	33	12	5
Hardware	70	2	80	.....
Iron and steel, etc.....	117	139	11	.....
Lumber	28	4,417	196	.....
Lead .....	.....	43	.....	.....
Livestock	53	64	31	3
Machinery	103	23	3	.....
Meats	4	2	.....	.....
Metal .....	.....	.....	.....	10
Milk	165	102	.....	19
Miscellaneous	38	51	190	35
Oakum	166	.....	.....	.....
Oats .....	.....	667	.....	.....
Paints and oils.....	222	5	.....	.....
Potatoes	10	13	2	.....
Pipe and plumbers' supplies..	1	106	1	.....
Rags and waste.....	237	106	135	.....
Sacks and burlap.....	8	.....	.....	.....
Salt	22	.....	.....	.....
Shingles	19	.....	.....	156
Shipknees and treenails.....	95	133	.....	.....
Shooks and staves.....	.....	2,849	.....	.....
Tubing	19	.....	.....	.....
Vehicles	1	.....	3	.....
Wheat	1	3,530	.....	.....
Wool	431	450	608	1,100
Totals.....	*3,034	15,538	5,562	2,739

*Seven months only.

FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 4

(Tons of 2000 pounds)

	*1919	1920	1921
Ammonia	615	490	.....
Apples .....	.....	.....	7,303
Autos and parts	275	203	98
Bamboo	118	84	.....
Barrels and boxes	56	156	64
Bones	89	246	.....
Building material	77	419	376
Canned goods	4	193	2,269
Canned milk	131	3,058	.....
Cement, lime and plaster .....	.....	.....	115
Cigars and tobacco	392	119	60
Coal .....	.....	986	6,720
Copper	57	.....	.....
Copra .....	.....	.....	250
Cotton	771	7,507	954
Cotton seed cake	202	506	.....
Drugs and chemicals	40	1,200	254
Drygoods and merchandise .....	.....	.....	440
Egg case fillers	57	156	.....
Feed, hay and grain	25	2,796	435
Fertilizer .....	.....	.....	183
Flour	13,338	14,828	13,303
Fruit and vegetables, fresh	111	114	146
Groceries and confectionery .....	.....	1,116	692
Hardware	212	1,038	141
Hemp and cordage	9,561	2,861	263
Hides, rubber and leather goods .....	.....	.....	944
Household goods and furniture	9	683	813
Iron and steel	16,057	21,364	3,258
Lath .....	.....	.....	3,100
Lumber	3,247	11,268	31,318
Machinery	1,464	857	573
Maize	116	.....	.....
Malt	30	.....	.....
Manufactured wares	15	315	1,266
Miscellaneous	333	11,486	1,822
Metal	37	131	98
Molasses .....	.....	8,018	.....
Oats	355	.....	47
Oils	35	4,021	643
Packing house produce .....	.....	83	.....
Paper	4,739	5,069	2,755
Phosphate rock .....	.....	7,301	.....
Piling .....	.....	1,177	1,609
Pipe and plumbers' supplies	1,016	1,446	326
Rags and waste .....	.....	.....	41
Rice .....	.....	.....	263
Rugs and matting	86	1,169	141
Sacks and burlap .....	.....	3,499	1,520

*Seven months only.

	*1919	1920	1921
Salt .....	.....	.....	24
Seed .....	.....	.....	1,901
Shingles	771	.....	.....
Shoes and leather goods.....	.....	1,131	.....
Shooks and staves	534	141	.....
Soda	1,226	.....	.....
Sugar	7	132	20
Sulphur .....	.....	12,184	7,045
Tea	7	105	500
Tinplate	1,629	2,083	148
Wheat	868	5,288	87,546
Wire and fencing.....	643	3,185	.....
Wool .....	.....	1,181	88
	*59,355	141,393	181,775

*Seven months only.

SUMMARY OF TONNAGE HANDLED AT MUNICIPAL TERMINAL NO. 1
(Tons of 2000 pounds)

Received	1915	1916	1917	1918	1919	1920	1921
From foreign ports	7,882	8,798	7,483	12,413	5,768	4,074	16,934
From Atlantic ports	15,102	619	.....	.....	.....	13,113	45,700
From Pacific Coast ports.....	3,916	5,519	4,227	.....	7,185	9,329	776
From river points.....	1,912	4,342	4,827	13,623	10,444	13,011	3,056
Via cars and teams.....	14,347	30,837	47,482	101,246	95,471	69,762	72,125
Totals.....	43,159	50,115	64,019	128,215	118,868	109,289	138,591

Delivered	1915	1916	1917	1918	1919	1920	1921
To foreign ports.....	1,843	1,657	3,745	10,385	38,953	11,974	11,478
To Atlantic ports.....	3,239	45	135	.....	.....	494	38,382
To Pacific Coast ports.....	1,491	2,767	3,185	4,347	1,832	1,685	1,261
To river points.....	1,347	1,982	3,364	1,931	1,069	5,350	1,444
Via cars and teams.....	34,263	42,680	51,126	105,766	80,458	70,007	91,875
Totals.....	42,183	49,131	61,555	122,429	122,312	89,710	144,440

SUMMARY OF TONNAGE HANDLED AT MUNICIPAL TERMINAL NO. 2

(Tons of 2000 pounds)

Received	1916	1917	1918	1919	1920	1921
From foreign ports.....	1,875	1,580	2,418	.....	599	1,031
From Atlantic ports.....	.....	.....	.....	.....	309	3,530
From Pacific Coast ports.....	1,272	1,010	9,972	26,496	27,033	33,745
From river points.....	13,359	14,977	8,911	42,747	43,997	44,348
Via cars and teams.....	2,370	15,038	10,022	21,378	19,344	34,887
Totals.....	18,876	32,605	31,323	90,621	91,282	117,541
Delivered						
To foreign ports.....	4,471	6,545	629	1,327	.....	986
To Atlantic ports.....	.....	.....	.....	.....	96	1,080
To Pacific Coast ports.....	6	52	.....	15,950	9,456	36,498
To river points.....	491	1,239	1,557	2,480	5,555	1,395
Via cars and teams.....	12,208	23,005	27,429	74,985	75,878	75,157
Totals.....	17,176	30,841	29,615	94,742	90,985	115,116

**SUMMARY OF TONNAGE HANDLED AT MUNICIPAL
TERMINAL NO. 3**

(Tons of 2000 pounds)

Received	*1918	1919	1920	1921
From foreign ports.....	.....	.....	.....	1,120
From Pacific Coast ports.....	211	4,855	1,586	.....
From river points.....	1,056	240	167	100
Via cars and teams.....	1,767	10,443	3,809	1,519
Totals.....	3,034	15,538	5,562	2,739
Delivered				
To foreign ports.....	.....	28	.....	.....
To Atlantic ports.....	.....	.....	2,396	.....
To Pacific Coast ports.....	.....	133	19	.....
To river points.....	168	219	519	532
Via cars and teams.....	2,410	14,019	5,878	3,047
Totals.....	2,578	14,399	8,812	3,579

*Seven months only.

**SUMMARY OF TONNAGE HANDLED AT MUNICIPAL
TERMINAL NO. 4**

(Tons of 2000 pounds)

Received	*1919	1920	1921
From foreign ports.....	9,600	38,181	12,439
From Atlantic ports.....	.....	12,184	7,045
From Pacific Coast ports.....	1,179	132	473
From river points.....	6,172	6,405	7,948
Via cars and teams.....	42,404	84,485	153,870
Totals.....	59,355	141,387	181,775
Delivered			
To foreign ports.....	40,710	87,240	125,514
To Atlantic ports.....	.....	.....	396
To Pacific Coast ports.....	250	327	697
To river points.....	757	710	5,389
Via cars and teams.....	13,089	39,392	35,653
Totals.....	54,806	127,669	167,253

*Seven months only.

TABLE 1
OCEAN COMMERCE AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Foreign Exports (Tons)												
Month	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	
January . . .	43,993	47,946	68,682	79,806	71,191	14,769	20,780	4,775	42,931	51,587	53,879	
February . . .	40,846	33,625	38,889	24,789	55,359	22,843	2,481	17,070	22,919	32,556	76,523	
March	38,043	26,518	49,120	28,238	73,242	26,475	10,812	19,260	24,037	53,746	51,775	
April	28,577	26,715	11,066	34,117	31,272	18,210	12,724	25,029	16,050	54,178	168,604	
May	24,984	25,796	61,447	62,732	14,295	18,460	16,063	30,477	58,811	63,528	101,943	
June	16,036	26,853	41,180	27,752	35,016	.....	.....	21,826	20,015	49,899	107,710	
July	14,072	13,134	52,262	39,199	30,865	.....	11,529	13,106	41,933	95,956	135,249	
August	11,094	36,457	39,498	44,366	32,942	2,033	23,056	3,561	48,644	81,508	160,670	
September . . .	40,442	52,349	87,404	26,021	43,480	8,896	11,771	12,280	43,255	92,056	199,891	
October	67,936	64,071	70,030	73,818	53,626	.....	13,312	30,730	55,322	110,030	213,170	
November . . .	38,354	59,622	57,159	75,739	40,798	4,572	10,826	30,176	44,820	22,877	163,994	
December . . .	56,103	73,920	70,949	66,397	35,709	1,672	16,324	21,501	43,998	97,730	160,548	
Totals	420,480	487,006	647,686	582,974	517,795	117,930	171,504	227,980	491,919	863,462	1,656,702	

TABLE 2
OCEAN COMMERCE AT PORTLAND, OREGON
 (Merchants' Exchange Records, Portland, Oregon)

Month	Foreign Imports (Tons)											
	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	
January	1,165	5,516	1,265	4,070	825	3,656	2,026	1,328	359	544	1,314	
February	5,491	3,677	4,397	7,222	102	430	1,610	3,778	524	3,894	2,069	
March	3,937	4,375	8,169	4,543	5,272	4,364	1,128	468	623	2,149	2,054	
April	7,936	5,258	398	2,172	4,794	2,519	373	1,672	946	1,303	2,799	
May	3,823	1,371	5,881	15,998	12,137	5,177	515	3,120	1,691	2,392	2,498	
June	4,267	8,215	7,506	3,865	2,899	1,860	493	1,009	1,139	5,589	2,177	
July	2,435	5,053	771	7,405	4,608	2,993	494	1,795	692	3,785	2,466	
August	11,840	4,890	7,523	4,489	2,577	7,819	537	169	389	5,682	1,901	
September .	3,050	3,143	5,400	6,139	1,627	1,207	1,533	2,411	2,758	2,235	868	
October ...	6,898	1,696	4,829	1,851	429	533	1,945	185	1,555	21,031	3,194	
November .	16,838	274	9,318	11,690	577	1,395	5,041	49	3,623	2,288	3,984	
December .	3,898	7,894	2,104	659	636	1,451	3,390	885	2,697	7,523	6,638	
Totals.....	71,578	52,362	57,561	65,317	36,483	33,404	19,085	16,869	16,996	58,415	31,962	

TABLE 3

OCEAN COMMERCE AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Month	Domestic Exports (Tons)											
	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	
January . . .	30,140	32,816	50,506	50,724	30,723	32,509	32,874	17,532	5,520	23,055	18,297	
February . .	19,371	31,473	47,190	57,876	40,384	30,871	29,917	13,012	7,657	14,322	16,434	
March	34,008	37,467	57,560	63,999	39,203	36,309	25,805	13,234	10,449	14,372	49,127	
April	28,888	40,349	64,602	59,635	39,061	45,213	34,249	14,961	13,060	14,703	15,169	
May	34,811	50,677	68,495	59,636	45,411	45,475	36,480	17,118	24,280	11,351	6,786	
June	35,152	39,273	60,690	52,506	47,604	24,425	23,738	10,406	16,811	9,890	6,236	
July	32,457	44,682	49,609	54,868	51,799	22,433	21,544	13,984	12,147	10,334	83,231	
August	37,402	45,366	52,015	58,450	41,722	34,348	22,156	21,858	17,155	9,018	25,495	
September .	34,841	49,011	64,737	49,182	48,926	33,442	23,003	16,260	17,027	13,727	23,961	
October . . .	38,516	55,012	79,035	55,140	51,245	39,599	24,620	10,609	8,598	17,815	30,575	
November . .	40,821	53,925	68,410	41,614	40,795	35,298	22,321	14,050	14,385	17,080	27,404	
December . .	37,223	53,334	62,168	30,512	42,407	33,773	23,488	14,299	8,369	10,208	32,095	
Totals	403,630	533,385	725,017	634,142	519,280	413,695	320,195	177,323	155,458	165,875	334,810	

TABLE 4

OCEAN COMMERCE AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Domestic Imports (Tons)											
Month	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
January	75,855	96,173	93,541	81,100	74,240	83,794	76,577	100,140	92,406	122,604	111,860
February	92,826	74,948	81,938	96,678	61,057	69,539	69,499	85,593	100,428	124,160	84,560
March	81,704	98,682	94,180	86,159	80,227	119,572	88,285	104,722	103,556	105,783	92,967
April	104,632	105,114	107,688	75,878	75,177	63,400	84,924	90,159	79,288	99,872	87,562
May	111,096	91,075	73,434	82,202	81,022	92,337	99,629	100,002	107,361	81,873	80,261
June	109,242	104,679	103,246	85,933	99,377	75,065	89,619	96,900	101,343	94,298	66,567
July	117,660	82,179	116,966	92,301	66,956	94,616	94,490	92,952	119,261	125,035	93,584
August	109,183	102,571	106,407	102,479	101,399	80,787	70,048	73,168	93,516	132,688	2,941
September	111,017	96,669	85,833	70,543	76,405	73,990	81,864	88,168	115,159	79,915	85,532
October	87,470	95,986	103,514	63,901	83,862	85,488	91,409	103,581	103,931	113,922	113,572
November	97,142	99,675	70,695	76,867	80,621	87,999	74,187	81,436	71,463	129,489	105,593
December	92,272	88,358	95,617	75,381	74,534	106,947	106,670	90,816	99,805	107,120	91,441
Totals..	1,190,099	1,136,109	1,133,059	990,422	954,877	1,033,534	1,027,201	1,107,637	1,187,517	1,316,759	1,016,440

TABLE 5
FOREIGN EXPORTS BY OCEAN GOING VESSELS FROM PORTLAND, OREGON
 (Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Acetate of lime, lbs.	342,700	.....	.....	.....	.....	.....	422,234	.....	.....
Ammonia, lbs.	1,169,466	.....	.....
Ammunition, lbs.	33,779	.....	.....
Autos, trucks and parts, lbs.	376,614	229,934	190,739
Barley, bushels	1,250,378	2,014,110	2,153,599	2,071,461	673,851	.....	.....	.....	.....	223,155
Beef casings, lbs.	49,053	78,050	.....	.....	.....	.....	.....	.....	21,120
Bones, tons	44	98	82
Box shooks, tons	814	.....	.....	.....
Bran, tons	38	.....	.....	.....	.....	.....	.....	.....	.....
Bldg. material, tons	21	1,351	.....
Butter, lbs.	2,248	.....
Candy, lbs.	8,045	.....	10,957	.....	.....
Canned goods, cases	880	2,808	710	2,395	.....	.....	.....	7,341	84,026	88,636
Canned Salmon "	200	8,732	4,400	27,735	8,938	.....	2	5,203	16,589	28,319
Carbon block, lbs.	22,500	.....	.....
Caustic soda, tons	1,311	.....	.....
Chemicals, tons	2,690	312
Cheese, lbs.	13,373	21,024
Clothing, dryg'ds, lbs.	14,848	.....	.....
Coal, tons	800	.....	.....
Cotton, bales	3,716	.....	.....	.....	.....	.....	4,557	32,231	4,006
Cascara bark, lbs.	658,450	385,750	146,050	82,550	.....	.....	.....	787,793	94,231	186,982
Doors, wooden, lbs.	15,500	.....	151,479
Dynamite, lbs.	51,850	89,323	.....	357,500	.....	.....	.....	.....	221,876

TABLE 5—(Continued)

FOREIGN EXPORTS BY OCEAN GOING VESSELS FROM PORTLAND, OREGON

(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Egg cases, lbs.....	.....	.....	.....	.....	.....	.....	.....	597,286	401,160	363,580
Electrical goods, pkgs.....	.....	.....	.....	.....	.....	.....	.....	410,412	174,310	198,947
Excelsior, lbs.....	.....	.....	.....	.....	.....	.....	.....	.....	51,256	.....
Feed, tons.....	.....	.....	.....	.....	.....	.....	1,443	28	.....	.....
Fertilizer, tons.....	.....	.....	.....	.....	.....	.....	.....	.....	7,530	.....
Firebrick, fireclay, lbs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	362,000
Flour, bbls.....	650,426	786,202	416,417	355,965	85,903	97,980	1,568,175	2,756,440	2,020,190	1,296,041
Fruit, boxes.....	6,221	6,424	4,285	.....	.....	.....	.....	8,848	5,690	468,559
Graphite ore, lbs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	784,400
Hardware, lbs.....	.....	.....	.....	.....	.....	.....	.....	454,423	394,911	79,678
Hides, tons.....	75	362	249	.....	.....	.....	.....	.....	128	1,521
Hops, lbs.....	.....	180,307	281,380	.....	.....	.....	.....	476,933	297,675	1,703,209
Iron and steel, tons.....	.....	.....	.....	.....	.....	.....	.....	.....	27,424	6,829
Lard, lbs.....	8,590	382,503	372,502	19,130	16,701	.....	.....	.....	.....	.....
Loganberry juice, gals.....	.....	.....	.....	.....	.....	.....	.....	2,925	3,494	1,746
Lumber, M. ft.....	113,047	176,091	157,233	60,675	22,317	68,333	45,551	78,242	175,689	174,170
Machinery, tons.....	1	13	2	3	27	17	11	3,875	741	3,654
Malt, lbs.....	.....	.....	.....	.....	.....	.....	.....	59,700	.....	.....
Meat, lbs.....	.....	5,329	7,870	.....	4,375	.....	.....	8,221	.....	195,555
Merchandise, tons.....	176	236	657	407	11	1	13	184	1,250	1,506
Metal, tons.....	.....	.....	72	20	1,210	367	1,409	22,667	.....	.....
Milk, canned, lbs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,030,274
Millfeed, lbs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	127,500
Oats, bushels.....	135,316	8,006	609,047	968,460	.....	161,699	.....	26,055	20,518	16,445
Paints and oils, lbs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	113,483
Paper, tons.....	.....	22	226	1,808	6,014	.....	.....	3,820	3,373	1,823

TABLE 6

[illegible]

TABLE 6— (Continued)

FOREIGN IMPORTS BY OCEAN GOING VESSELS AT PORTLAND, OREGON

(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Furs, bales.....	.....	.....	.....	.....	.....	.....	.....	.....	545	570
Glass, cases.....	.....	.....	24,939	.....	.....	.....	.....	.....	.....	.....
Grain bags, bales...	3,422	3,221	10,428	15,086	8,578	53	156	2,359	7,930	2,909
Graphite, barrels...	.....	.....	.....	.....	.....	.....	.....	.....	1,038	.....
Gum copal, pkgs...	.....	.....	.....	.....	.....	.....	.....	.....	1,095	.....
Hair, bales.....	.....	.....	.....	.....	.....	.....	.....	.....	595	1,359
Hardwood, M. ft...	7,721	10,272	8,330	1,873	3,436	359	770	17	.....	201
Hemp, bales.....	8,817	34	7,257	3,215	7,658	4,694	2,684	38,136	16,157	2,942
Herring, kegs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,040
Hides, bdls.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,260
Iron and steel, tons	362	1,193	5,456	177	68	357	477	1,810	2,876	409
Linseed, bags.....	.....	.....	.....	19,121	26,053	12,656	.....	5,148	45,343	21,566
Linseed oil, drums..	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,032
Liquor, casks.....	477	326	359	84	.....	.....	.....	.....	.....	.....
Liquor, cases.....	6,161	6,411	5,744	641	.....	.....	479	1,465	105	.....
Machinery, pkgs...	.....	.....	.....	.....	.....	.....	.....	2,305	.....	.....
Maize, bushels.....	.....	.....	20,857	93,896	.....	.....	.....	.....	.....	.....
Manganese ore, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
Matting, rolls.....	516	.....	186	172	347	.....	.....	386	11,286	2,141
Matches, cases.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	625
Mill feed, tons.....	.....	.....	.....	1,233	250	16	.....	25	.....	.....
Nitrate soda, bags..	.....	.....	.....	.....	.....	.....	.....	.....	37,159	191
Nuts, bags.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,705
Oats, bushels.....	.....	.....	.....	.....	.....	.....	21,525	22,300	.....	2,500
Paper, pkgs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,642
Peanuts, bags.....	10,382	1,100	16,433	3,400	2,931	2,993	.....	100	10,105	19,921

TABLE 6—(Continued)
FOREIGN IMPORTS BY OCEAN GOING VESSELS AT PORTLAND, OREGON
 (Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Pepper, bags	775	275	905	50	.....	.....	.....	.....	883	1,775
Pig iron, tons	1,642	1,530	3,250	100	.....	.....	.....	.....	1,000	14,000
Pineapples, cases	.....	1,026	1,501	.....	.....	.....	.....	.....	14,872	21,635
Provisions, pkgs.	13,617	9,891	18,408	18,517	27,738	29,980	9,099	18,728	6,338	10,285
Rice, sacks	9,174	2,170	26,996	10,315	14,606	18,722	7,414	1,457	.....	.....
Rubber, pkgs.	.....	.....	.....	.....	.....	.....	1,300	17,656	.....	.....
Rye, bushels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, bags	.....	1,175	2,271	10,736	2,397	4,621	3,884	2,730	23,015	4,229
Silk, silkgoods, bales	1	7	20	26	126	154	115	205	289	207
Silver sand, pkgs.	.....	.....	.....	.....	.....	.....	.....	.....	.....	300
Soda ash, bags	.....	.....	.....	.....	.....	.....	.....	.....	6,221	1,700
Soya bean oil, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Soya Bean cake, tons	.....	.....	.....	.....	.....	.....	.....	.....	1,009	1,146
Spices, bags	.....	.....	.....	.....	.....	.....	.....	.....	4,551	401
Sugar, bags	715	736	697	2,211	200	32	.....	150	.....	.....
Sulphur, tons	6,217	4,441	7,432	7,724	7,026	609	.....	.....	.....	.....
Tallow, tons	.....	.....	.....	.....	.....	.....	22	13	.....	86
Tapioca, bags	1,720	895	1,210	.....	.....	.....	.....	.....	570	869
Tea, pkgs.	2,554	4,639	3,922	3,417	6,755	3,522	5,695	3,502	6,041	17,650
Tin, slabs	97	355	410	318	932	1,463	100	764	1,100	538
Tobacco, cigars, pkgs	.....	.....	.....	.....	.....	.....	.....	357	659	156
Toys, pkgs.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,223
Vegetable oil, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	807
Walnuts, bags	.....	.....	.....	.....	.....	.....	.....	.....	1,297	.....
Walrus tusks, bales	.....	.....	.....	.....	.....	.....	.....	.....	619	.....
Wheat, bushels	.....	.....	.....	.....	.....	.....	25,631	.....	27,793	.....
Window glass, cases	.....	.....	.....	.....	.....	.....	.....	.....	.....	98,770
Wood, pulp, rolls	.....	.....	5,408	409	.....	.....	.....	.....	.....	.....
Wool, bales	.....	.....	.....	.....	.....	.....	5,316	100	910	14,435

TABLE 7

DOMESTIC IMPORTS BY OCEAN GOING VESSELS AT PORTLAND, OREGON

(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Asphaltum, bbls. . . .	97,084	111,519	53,416	90,277	74,261	46,158	24,415	73,804	77,706	29,306
Autos, tons										101
Auto supplies, tons . .										285
Barley, bushels									10,136	37,592
Beverages, tons										90
Butter, cases	14,887	15,151	14,997	13,940	4,250	1,902	2,407	1,711	1,779	6,406
Canned goods, cases . .	207,236	223,189	214,495	241,072	176,523	195,474	191,608	115,832	251,158	297,400
Carpets, rugs, tons . . .										95
Cement, sacks	3,269,531	2,459,980	1,158,241	843,329	840,765	327,032	232,546	729,910	450,163	571,625
Cheese, cases	12,619	13,399	20,469	17,169	20,538	2,025	854	1,295	766	2,844
Chemicals, tons										1,878
Coal, tons	1,235	1	601	1,188	870	813	336	3	76	3,259
Coffee, sacks	12,982	14,071	31,423	33,302	43,372	35,916	48,093	30,230	50,455	48,850
Confectionery, tons . .										804
Cooking oil, tons . . .										170
Copper and brass, tons .										349
Corn, bushels										10,714
Cotton fabrics, tons . .										81
Dyestuffs, tons										53
Drygoods and merchandise, tons										814
Drugs, medicines, tons .										970
Electrical g'ds, pkgs . .	15,558	19,350	17,756	6,708	5,469	4,294	7,781	5,554	14,191	35,181
Fibres, tons										215
Fruits, veget'bls, tons .	12,302	7,874	8,062	6,125	6,325	8,041	3,431	1,936	2,898	2,418
Gasoline, ref. oil, bbls.								1,093,709	1,083,017	1,304,497

TABLE 7—(Continued)

DOMESTIC IMPORTS BY OCEAN GOING VESSELS AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Glucose, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
Glassware, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	137
Groceries, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,230
Grain bags, bales...	3,084	6,553	1,684	1,119	144	2,214	1,033	1,085	3,698	5,980
Grain and feed, tons	.....	.....	.....	1,090	1,423	5,712	13,431	6,862	.....	.....
Hardware, tons	20,988	26,093	22,285	18,233	7,173	1,753	1,511	1,114	2,705	1,836
Honey, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
Household g'ds, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	383
Ink, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	155
Iron and steel, tons	10,624	8,934	12,676	16,344	1,775	3,515	4,795	2,094	27,073	25,059
Lard, cases	.....	.....	.....	.....	.....	.....	15,425	9,247	7,488	27,493
Lead, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
Leather, hides, rolls	4,690	5,458	4,488	2,217	1,764	822	513	486	762	1,381
Linoleum, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	759
Lime, bbls.	.....	.....	18,105	1,154	.....	.....	.....	.....	.....	1,048
Liquor, cases	13,029	20,618	14,264	5,000	.....	.....	.....	.....	.....	.....
Liquor, casks	3,468	5,700	3,930	1,200	.....	.....	.....	.....	.....	.....
Livestock, number	11	12	31	160	15	.....	.....	.....	.....	.....
Lumber, M. ft.	987	1,224	1,397	520	943	1,346	1,126	1,015	1,016	963
Machinery, pkgs.	4,519	3,013	4,929	3,716	1,630	1,220	3,106	805	3,161	20,569
Magnesite, tons	.....	546	364	1,124	1,639	1,009	415	20	.....	.....
Matting, rolls	925	918	590	21	.....	.....	.....	.....	.....	.....
Meal, tons	.....	.....	.....	.....	.....	.....	.....	.....	3,015	708
Merchandise, tons...	36,872	52,319	93,197	92,629	39,791	43,258	57,064	25,383	32,782	16,326
Milk, canned, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	389
Miscellaneous, pkgs.	420,276	468,379	.....	.....	4,279	.....	.....	.....	.....	.....
Molasses, gals.	.....	.....	.....	.....	.....	.....	.....	416,667	695,423	.....

TABLE 7—(Continued)

DOMESTIC IMPORTS BY OCEAN GOING VESSELS AT PORTLAND, OREGON

(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Stationery and supplies, tons.....	.....	589,703	620,372	545,787	415,583	472,043	541,113	500,524	542,066	270
Sugar, sacks.....	489,345	589,703	620,372	545,787	415,583	472,043	541,113	500,524	542,066	570,838
Sulphur, sacks.....	21,622	15,174	9,213	9,750	2,781	7,010	4,323	1,884	13,016	.....
Sulphur, bulk, tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,695
Syrup, tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,793
Tanbark, cords.....	451	537	.....	455	.....	408	368	16	450	.....
Tea, tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	102
Tinplate, tons.....	.....	.....	.....	11,904	630	235	146	365	354	655
Tobacco, pkgs.	14,941	10,890	16,243	5,548	3,267	8,049	15,904	5,744	3,759	60,794
Toys, tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	122
Turpentine, tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
Twine, cordage, tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	430
Vegetable pulp, sacks.....	.....	.....	.....	.....	52,743	51,405	23,600	9,400	11,644	34,676
Wheat, bushels.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	600
Wool, bales.....	354	920	483	557	2,960	563	366	106	.....	425

TABLE 8
DOMESTIC EXPORTS BY OCEAN GOING VESSELS FROM PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Autos, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	134
Balsam fir, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
Barley, bushels	600,522	848,409	43,291	136,583	3,503	72,202	667	1,446	2,519	4,418
Beverages, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
Butter, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
Canned fruit, cases	18,428	68,769	80,148	114,307	54,875	.....	76,731	43,389	.....	.....
Canned goods, cases	.....	.....	.....	.....	.....	.....	.....	.....	140,141	319,140
Canned salmon, "	80,454	34,822	133,042	138,100	22,109	12,754	17,217	7,590	.....	98,715
Cascara bark, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	166
Cereals, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	350
Cheese, cases	.....	.....	.....	.....	.....	.....	11,111	3,729	9,346	3,830
Chemicals, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
Coal, tons	.....	1,310	1,348	940	882	704	779	882	.....	.....
Condensed milk, cases	59,541	60,050	64,639	86,067	99,664	108,937	120,167	44,667	40,056	.....
Confectionery, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
Corn, bushels	.....	.....	.....	.....	.....	.....	.....	5,316	.....	.....
Copper, brass, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
Crossarms, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
Dried fruit, cases	56,595	163,965	176,947	86,658	.....	.....	.....	.....	.....	.....
Drugs, medicines, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
Doors, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	302
Drygoods and clothing, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	125
Eggs, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
Electrical goods, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	75
Flour, bbls.	364,549	431,788	500,225	641,231	600,746	488,388	139,541	170,171	200,019	507,624

TABLE 9
SHIPMENTS OF GRAIN BY OCEAN GOING VESSELS FROM PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Year	Bushels			Barley			Oats		
	Wheat			Foreign			Foreign		
	Foreign	Coastwise			Coastwise			Coastwise	
1908.....	13,039,956	3,441,601		977,057	353,531		188	203,784	
1909.....	5,568,181	4,434,423		490,134	10,515		.....	245,487	
1910.....	5,187,865	3,568,481		.....	2,104		.....	112,492	
1911.....	7,718,861	3,143,763		.....	.....		97	173,792	
1912.....	7,340,194	4,822,382		1,250,578	600,522		135,316	342,333	
1913.....	8,469,769	7,141,169		2,014,110	848,409		8,006	733,102	
1914.....	7,825,172	5,037,318		2,153,599	43,291		609,047	555,882	
1915.....	10,668,609	3,184,834		2,071,461	136,583		968,460	358,657	
1916.....	1,698,463	1,553,376		673,851	3,503		.....	859,586	
1917.....	1,760,403	819,305		.....	72,202		161,699	788,014	
1918.....	.....	1,009		.....	66		.....	35,848	
1919.....	2,011,273	98,500		.....	1,446		26,055	14,065	
1920.....	11,578,275	13,711		.....	2,59		20,518	61,813	
1921.....	37,240,987	206,669		223,155	4,48		16,445	235,545	

TABLE 10
SHIPMENTS OF FLOUR AND LUMBER BY OCEAN GOING VESSELS FROM PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

	Flour (bbls.)		Lumber (M. F. B. M.)	
	Foreign	Coastwise	Foreign	Coastwise
1908.....	684,648	254,104	100,686	61,089
1909.....	363,088	268,957	89,261	97,749
1910.....	286,566	280,439	124,975	80,561
1911.....	743,079	339,673	76,780	126,168
1912.....	650,426	364,549	113,047	169,464
1913.....	786,202	431,788	176,091	228,997
1914.....	416,417	500,225	157,233	193,352
1915.....	355,965	641,231	60,675	146,838
1916.....	85,903	600,746	22,317	107,630
1917.....	97,980	488,388	68,333	71,438
1918.....	1,568,175	139,541	45,551	55,662
1919.....	2,756,440	170,171	78,242	56,619
1920.....	1,941,370	200,019	175,689	46,900
1921.....	1,296,041	507,307	174,170	39,727

TABLE 11

IMPORTS BY COMMODITIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING
JUNE 30
(U. S. Custom House Records, Portland, Oregon)

Commodity	1913	1914	1915	1916	1917	1918	1919	1920	1921
Bags and burlap...	\$869,496	\$1,244,962	\$1,236,294	\$1,224,587	\$412,807	\$.....	\$201,745	\$596,463	\$1,156,111
Butter .....	.....	.....	.....	.....	8,077	.....	11,836	.....	.....
Cement .....	.....	.....	20,171	6,324	.....	.....	.....	.....	.....
Chemicals	138,037	36,286	19,380	9,912	.....	11,522	20,968	.....	.....
Coal	5,389	24,104	89,853	81,626	11,744	.....	38,044	.....	127,140
Coffee	270,303	326,305	9,640	.....	11,610	.....	.....	.....	4,000
Coke	11,822	14,375	.....	.....	.....	.....	732,940	384,772	.....
Copra .....	.....	.....	66,374	58,962	168,802	2,029,876	.....	.....	.....
Corn .....	.....	.....	6,930	6,930	.....	.....	.....	87,440	99,205
Cotton, Mfs.	53,150	36,689	38,150	42,997	24,879	27,071	20,214	127,325	198,875
Creosote .....	.....	.....	76,825	.....	.....	.....	.....	38,775	83,325
Earthenware	79,291	93,081	38,544	31,075	25,660	37,071	20,109	.....	.....
Equipm't for vessels	.....	.....	.....	.....	269,146	269,146	141,063	.....	.....
Fibres .....	.....	242,849	106,380	171,996	322,748	120,391	109,511	114,551	162,137
Fire brick	15,007	19,864	3,494	.....	.....	.....	.....	.....	.....
Glass .....	.....	.....	.....	.....	.....	.....	.....	1,261,093	120,706
Hemp .....	.....	.....	17,133	21,293	112,135	.....	.....	40,529	250,843
Hides, pelts, tallow	.....	.....	.....	32,033	55,676	29,867	42,198	78,847	3,146
Household goods...	.....	.....	.....	.....	.....	38,826	35,865	26,004	61,009
Iron and steel....	39,841	145,156	106,219	.....	.....	.....	111,087	.....	74,439
Lumber .....	.....	.....	96,920	93,173	32,200	73,419	10,979	.....	.....
Maple sugar .....	.....	.....	.....	.....	.....	.....	.....	8,568	9,634
Machinery .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Matting	4,442	.....	.....	228,886	376,572	224,103	266,840	844,327	1,068,822
Miscellaneous	831,629	823,708	595,575	.....	.....	.....	.....	.....	.....

IMPORTS BY COMMODITIES AT PORT OF PORTLAND, OREGON—(Continued)

Commodity	1913	1914	1915	1916	1917	1918	1919	1920	1921
Nitrates	.....	.....	.....	.....	.....	.....	.....	84,531	152,738
Oats	.....	.....	.....	.....	.....	27,175	20,438	.....	.....
Oil Cake	.....	.....	.....	10,284	.....	.....	.....	9,822	127,842
Oils	.....	.....	.....	1,249	16,008	8,541	9,034	.....	.....
Peanut Oil	.....	27,469	154,938	.....	.....	.....	.....	3,678	1,645
Peanuts	.....	.....	.....	.....	.....	.....	.....	.....	.....
Provisions	.....	.....	.....	.....	.....	4,666	.....	.....	.....
Rice	.....	.....	.....	.....	.....	.....	.....	61,027	.....
Rubber	106,593	101,487	65,153	61,821	72,502	72,429	6,321	15,805	27,907
Seeds, plants, bulbs	33,435	60,802	.....	124,237	.....	.....	.....	1,415,750	4,077
Silk	29,379	36,793	98,016	41,500	160,234	63,104	31,512	875,472	302,189
Soya bean oil	.....	.....	33,400	.....	.....	67,216	36,278	146,043	197,829
Spices	13,149	13,639	.....	.....	.....	.....	.....	561,457	348,396
Spirits	38,295	61,112	17,871	5,844	.....	.....	.....	.....	.....
Sugar	.....	.....	17,960	.....	.....	.....	.....	.....	.....
Sulphur	.....	.....	.....	.....	.....	.....	.....	42,752	31,718
Table food prep tns	111,643	125,492	183,926	62,856	84,809	.....	.....	.....	.....
Tapioca	.....	.....	.....	.....	.....	.....	.....	.....	75,572
Tea	10,657	7,078	4,772	.....	.....	.....	.....	.....	.....
Tin, in bars	107,225	86,338	74,813	71,459	64,426	104,194	81,438	38,219	65,910
Tobacco	91,235	48,814	3,477	10,704	4,221	6,419	36,490	53,299	45,855
Toys	.....	.....	15,125	9,799	19,501	13,447	17,178	.....	.....
Vegetables	41,386	40,738	24,221	3,260	15,526	.....	.....	19,650	53,621
Wheat	.....	.....	.....	.....	.....	54,949	25,002	.....	.....
Wood	248,821	251,766	15,392	9,727	14,344	78,900	.....	40,200	15,193
Wool and wool mfs.	16,267	21,315	20,498	6,605	10,633	11,285	30,387	.....	.....
Totals	\$3,203,639	\$3,890,222	\$3,250,514	\$2,439,139	\$2,025,114	\$3,380,728	\$3,225,388	\$7,042,702	\$5,014,199

TABLE 12

IMPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING
JUNE 30
(U. S. Custom House Records, Portland, Oregon)

	1913	1914	1915	1916	1917	1918	1919	1920	1921
Africa									
British East.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
British South.....	1,015	4	39	.....	.....	.....	.....	.....	1,142
French.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canary Islands.....	20	114	.....	.....	.....	.....	.....	.....	.....
Egypt.....	5	17	.....	.....	.....	.....	.....	349	.....
Asia									
China.....	39,113	53,581	101,502	71,842	117,986	70,957	42,805	296,161	530,728
East Indies, Br.....	10,561	5,655	74,148	384	1,548	1,535	126,742	289	3,384
East Indies, Dutch.....	15,415	109,334	27,176	9,959	13,336	.....	76,256	3,318	52,641
Hong Kong.....	171,416	146,318	93,885	68,799	69,429	68,257	42,278	114,165	169,934
India, British.....	875,302	1,193,096	1,250,578	1,279,910	419,695	.....	126,113	598,368	1,169,232
Japan.....	544,327	595,848	571,632	392,117	454,269	440,036	169,433	834,973	807,264
Korea.....	25	.....	.....	.....	.....	.....	.....	.....	.....
Kwantung.....	.....	.....	.....	.....	.....	.....	.....	191,308	380,010
Persia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Russia, Asiatic.....	.....	.....	.....	.....	125	.....	.....	776,115	140,694
Straits Settlements.....	78,461	43,439	17,505	13,725	4,249	.....	36,490	1,463,147	31,104
All other ports.....	2,310	6,174	451	.....	.....	.....	.....	.....	.....
Siam.....	.....	.....	.....	.....	.....	91	.....	.....	.....

TABLE 12—(Continued)

IMPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING
JUNE 30

(U. S. Custom House Records, Portland, Oregon)

	1913	1914	1915	1916	1917	1918	1919	1920	1921
Oceania									
Australia	28	18,744	14,508	73,816	.....	1,658,877	1,582,129	6,391	4,521
British Oceania	4,008	1,262	.....	.....	111,035	313,196	80,033	346,934	.....
Hawaii .....	.....	.....	.....	.....	.....	300	.....	.....	.....
New Zealand	10,648	8,014	20	4,251	14,895	3,941	143,862	88,384	2,674
Philippines	162,149	238,753	158,704	122,617	330,823	185,938	123,645	1,356,055	379,827
Europe									
Austria Hungary...	18,695	16,330	10,116	100	50	.....	.....	.....	2,941
Belgium	42,206	54,318	121,250	.....	.....	.....	.....	8,263	131,309
Czecho-Slovakia .....	.....	.....	.....	.....	.....	.....	.....	.....	205
Denmark	1,372	3,971	5,249	1,142	610	125	.....	983	16,878
France	72,782	50,503	29,181	13,955	3,941	10,632	1,224	38,485	46,369
Germany	239,492	314,274	195,249	1,101	11,686	.....	177	1,162	62,553
Gibraltar .....	.....	.....	.....	.....	.....	.....	.....	799	.....
Greece	19,625	12,172	11,260	4,995	6,813	.....	.....	4,560	15,758
Italy	37,460	27,798	25,494	7,114	8,700	4,104	3,188	13,410	7,693
Netherlands	77,389	52,818	18,436	14,447	20,023	2,509	.....	140,424	25,013
Norway	21,768	21,430	32,377	10,396	1,992	1,035	799	7,303	34,848
Portugal .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Russia	344	64	15	.....	.....	.....	.....	.....	.....
Spain	3,865	476	1,986	1,232	1,883	.....	.....	.....	.....
Sweden	14,414	13,737	14,910	46,769	181	.....	.....	164	9,532
Switzerland	343	1,336	60	62	14	16	.....	44	379
Turkey	15	171	.....	.....	.....	.....	.....	.....	4,060
United Kingdom...	320,556	356,098	248,046	103,191	114,324	274,072	192,228	184,044	472,307

TABLE 12—(Continued)

IMPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING
JUNE 30
(U. S. Custom House Records, Portland, Oregon)

	1913	1914	1915	1916	1917	1918	1919	1920	1921
North America									
Canada	179,838	222,449	128,298	111,089	301,775	341,338	474,095	518,706	179,221
Cuba	18,314	17,005	13,461	6,053	4,311	3,493	2,641	12,557	12,154
Guatemala		6,357	4,980	13,291	10,575				5,826
Jamaica			180			276			
Mexico	15,479	36,763	28						
Nicaragua									
Panama	177	27	193	215	800		1,250		
West Indies, Br	167	2							
South America									
Argentina			10						
Brazil	198,453	255,668	79,581	69,950	46				153,880
Chile		6,059						35,678	122,394
Colombia									19,469
Peru	82		6	617				163	18,255
All other ports		43							
Totals	\$3,203,639	\$3,890,222	\$3,250,514	\$2,439,139	\$2,025,114	\$3,380,728	\$3,225,388	\$7,042,702	\$5,014,199

TABLE 13

EXPORTS BY COMMODITIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING JUNE 30
(U. S. Custom House Records, Portland, Oregon)

	1913	1914	1915	1916	1917	1918	1919	1920	1921
Autos and cycles.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$101,931	\$92,228	\$101,758
Barley.....	1,276,841	1,956,229	974,994	1,398,242	.....	.....	.....	227,964	49,000
Caustic soda.....	.....	.....	.....	.....	.....	.....	.....	85,388	3,675
Coal.....	.....	.....	.....	55,470	.....	.....	642,053	.....	.....
Copper.....	.....	.....	.....	.....	.....	.....	8,058	.....	.....
Cordage.....	.....	.....	.....	.....	.....	.....	.....	6,855,507	233,646
Cotton.....	208,843	.....	.....	.....	.....	.....	.....	.....	.....
Explosives.....	.....	11,086	.....	.....	.....	.....	.....	.....	.....
Fuel, gas and oil.....	.....	.....	64,647	60,257	36,105	.....	.....	12,219	.....
Fish.....	4,535	9,391	1,898,832	1,199,136	3,600	6,751,045	23,088,049	16,931,906	10,328,925
Flour.....	2,214,485	2,728,595	.....	.....	.....	.....	.....	.....	155,384
Fruits.....	5,885	18,905	.....	.....	.....	.....	.....	.....	84,993
Hides.....	31,766	176,347	8,679	.....	.....	.....	.....	217,768	120,315
Hops.....	.....	.....	42,207	.....	163,025	102,150	1,156,280	2,999,506	1,295,017
Iron and steel mfgs.....	.....	.....	.....	63,617	.....	.....	.....	.....	.....
Lard.....	8,615	55,392	.....	.....	.....	1,835,117	1,550,953	5,304,302	5,375,302
Lumber.....	1,663,835	3,086,656	1,482,742	634,473	830,808	.....	.....	891,539	1,129,749
Machinery.....	.....	13,604	.....	.....	.....	80,129	.....	1,036,909	674,522
Miscellaneous.....	51,956	34,028	47,500	28,592	5,519	39,270	92,898	287,598	482,326
Milk, condensed.....	.....	.....	7,225	.....	.....	.....	.....	.....	.....
Oats.....	94,277	3,825	751,446	39,000	.....	.....	.....	.....	.....
Oatmeal.....	.....	.....	.....	.....	253,193	.....	.....	.....	.....
Paper.....	.....	15,348	14,483	148,000	131,928	.....	121,928	488,066	343,366
Paraffin.....	.....	.....	.....	.....	.....	.....	.....	614,146	106,414
Railroad ties.....	.....	.....	.....	.....	64,869	.....	.....	97,392	1,089,797
Salmon, canned.....	.....	.....	.....	.....	.....	121,679	85,417	.....	453,633
Tablefood preparations.....	.....	.....	.....	.....	.....	.....	171,312	.....	.....
Tallow.....	59,014	34,298	4,296	.....	.....	.....	.....	.....	.....
Tin plate.....	.....	.....	.....	.....	.....	.....	.....	391,874	44,860
Tobacco.....	.....	.....	.....	.....	.....	.....	261,710	.....	.....
Wheat.....	6,965,232	5,672,938	15,030,500	7,027,704	3,019,710	957,993	3,237,930	6,298,579	47,057,289
Wood manufactures.....	.....	8,763	21,649	.....	.....	.....	.....	.....	.....
Wood pulp.....	.....	.....	38,161	.....	.....	.....	.....	.....	.....
Totals.....	\$12,585,284	\$13,806,500	\$20,406,266	\$10,654,491	\$4,190,695	\$10,205,445	\$30,518,519	\$42,812,891	\$69,129,971

TABLE 14

EXPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING
JUNE 30

(U. S. Custom House Records, Portland, Oregon)

	1913	1914	1915	1916	1917	1918	1919	1920	1921
Africa									
British East.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$27,630	\$.....	\$.....
French.....	.....	.....	.....	.....	.....	.....	.....	.....	754,936
British South.....	16,957	65,540	1,656,644	276,160	6,579	45,911	59,787	175,967	850,573
Egypt.....	.....	.....	.....	.....	.....	.....	.....	833,460	785,945
Asia									
China.....	565,290	1,033,433	445,097	336,594	140,768	301,144	978,783	3,306,796	4,172,102
China, Jap.....	15,952	347,650	.....	.....	.....	.....	.....	304,049	.....
E. Indies, Dutch.....	.....	216	3,000	.....	.....	.....	.....	785	553,806
British East Indies.....	.....	.....	.....	.....	.....	.....	.....	6	.....
Hong Kong.....	1,329,300	1,469,818	537,679	.....	87	.....	357,717	780,229	496,440
India, British.....	124,996	135,417	255,387	8,200	218,572	.....	.....	140,684	206,607
Japan.....	2,147,498	2,159,741	108,043	1,500	.....	176,150	25,000	11,933,714	3,042,547
Korea.....	.....	70	.....	.....	.....	.....	.....	910	40
Kwantung.....	.....	.....	.....	.....	.....	.....	.....	.....	242,816
Russia, Asia.....	1,838	661	.....	.....	.....	.....	.....	.....	894
Straits Settlements.....	.....	1,047	2,206	.....	.....	.....	.....	1,041	2,125
Siam.....	.....	100	.....	.....	.....	.....	.....	509	450
Europe									
Belgium.....	239,093	182,209	191,070	.....	.....	.....	.....	.....	1,103,899
Danish and Poland.....	.....	.....	.....	.....	.....	.....	.....	.....	551,576
Denmark.....	.....	2,880	.....	.....	.....	.....	.....	.....	204
France.....	11,719	8,412	297,584	216,460	.....	6,068,371	26,035,785	13,232,658	2,461,650
Germany.....	14,029	10,706	1,266	.....	.....	.....	.....	.....	5,903,846
Gibraltar.....	.....	.....	.....	.....	.....	.....	.....	.....	440,000
Greece.....	.....	.....	.....	.....	.....	.....	.....	.....	1,093
Italy.....	.....	.....	.....	205,195	.....	.....	450,000	.....	4,098,721
Netherlands.....	8,055	1,642	190,361	.....	.....	.....	.....	58,675	2,787,113
Norway.....	.....	.....	.....	.....	.....	.....	.....	46	.....
United Kingdom.....	7,123,784	6,293,783	14,113,878	6,425,528	3,034,791	1,891,690	782,568	8,176,302	32,850,510

TABLE 14—(Continued)

EXPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING JUNE 30

(U. S. Custom House Records, Portland, Oregon)

	1913	1914	1915	1916	1917	1918	1919	1920	1921
Spain								851,372	823,000
Sweden	1,567							272,158	
Turkey in Europe.....	3,149								
North America									
Canada		26,098	40,384	312	151,296		334,759	367,420	9,245
Costa Rica						1,339		564	429
Guatemala						11,428			
Mexico	5,683	8,287	17,941	33,984	3,600		19,243	11,900	71,299
Panama		267,804	119,911	626,440	30,169	691,500	183,924	315,782	2,363,600
Honduras	300								2,055
Nicaragua		1,037						12,067	1,910
Salvador						8,424		8,668	14,228
Santo Domingo.....									57,504
South America									
Argentina		37,820					14,751	25,000	
Bolivia						36,968		34,922	33,940
Brazil									279,964
Chile	127,846	403,825	244,113	890,007	114,190	391,426	62,219	305,195	191,231
Colombia									2,281
Cuba		940						92,555	13,607
Ecuador		167,237							83,088
Peru	41,232		539,390	195,749	19,396	228,541	199,927	165,634	1,593,042
Oceania									
Australia	499,099	853,936	1,475,647	1,438,362	464,524	352,553	237,025	666,441	681,704
French Oceania.....	5,306	29,259					17,298		82,468
New Zealand	58,231	43,021			6,723			9,798	73,648
Philippine Islands.....	244,360	253,911	129,528				732,103	727,174	1,443,835
Totals.....	\$12,585,284	\$13,806,500	\$20,406,266	\$10,654,491	\$4,190,695	\$10,205,445	\$30,518,519	\$42,812,891	\$69,129,971

TABLE 15
NUMBER AND NET TONNAGE OF VESSELS ENTERING AND CLEARING AT PORTLAND, OREGON
(U. S. Custom House Records, Portland, Oregon)

	In Foreign Trade			*In Intercoastal Trade			In Pacific Trade		
	No.	Tons	Entered	No.	Tons	Entered	No.	Tons	Entered
1908.....	166	405,218	179	420,028	...	...	557	536,614	537
1909.....	89	236,339	97	243,915	...	...	704	661,705	686
1910.....	100	275,390	103	279,553	...	...	823	878,304	774
1911.....	112	301,226	114	301,675	...	...	834	916,908	803
1912.....	139	370,466	132	347,800	...	...	856	973,108	839
1913.....	163	445,703	170	452,296	...	...	989	1,177,495	947
1914.....	143	385,135	163	406,001	...	...	944	1,123,281	912
1915.....	101	228,610	138	293,462	...	...	826	1,032,536	776
1916.....	41	85,356	48	91,654	...	...	630	691,832	639
1917.....	21	32,782	61	107,114	...	...	539	720,214	515
1918.....	14	11,309	93	173,330	...	...	420	550,136	445
1919.....	14	15,916	140	346,641	...	...	453	592,684	434
1920.....	82	282,010	193	589,188	...	...	594	1,107,430	481
1921.....	331	1,207,456	343	1,246,647	138	572,298	392	685,509	414
					126	535,080			749,430

*Entries prior to 1918 included in Pacific Trade.

