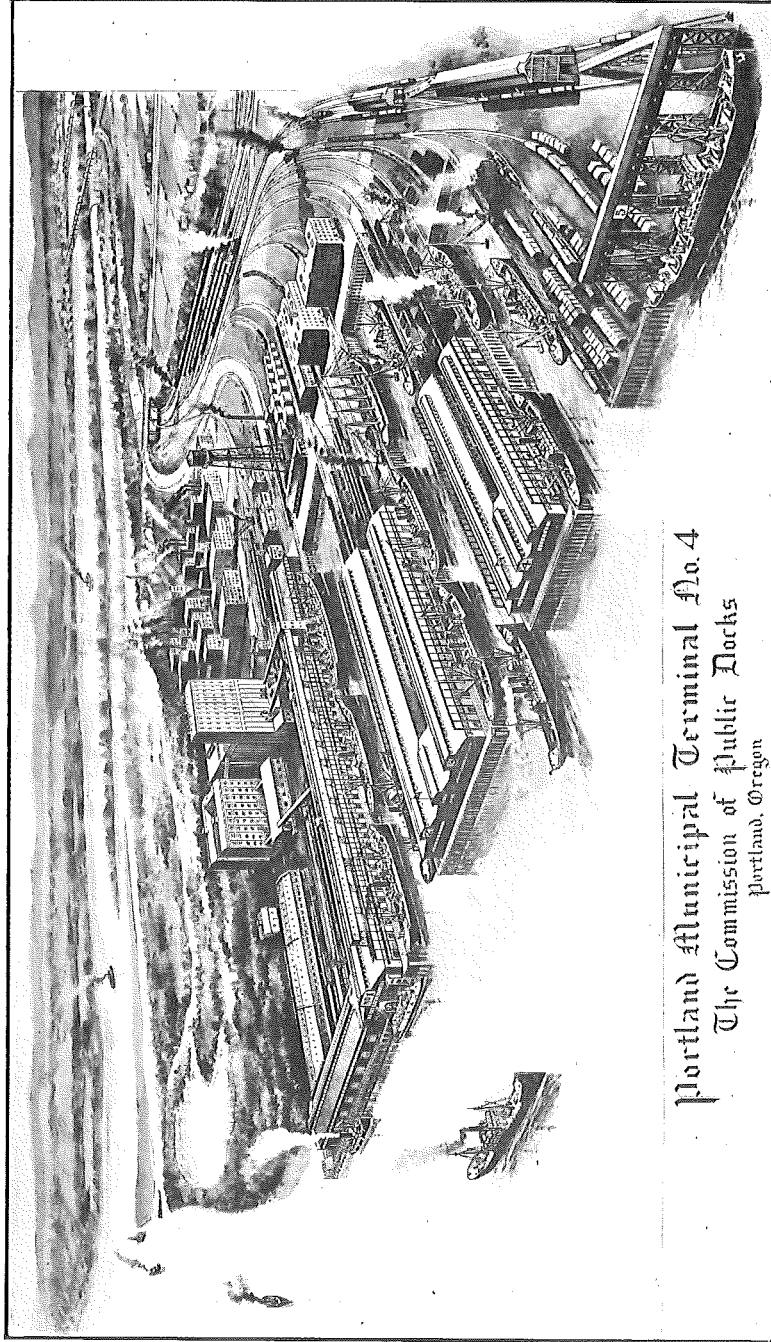


ANNUAL REPORT
OF
THE COMMISSION OF
PUBLIC DOCKS
OF THE
CITY OF PORTLAND
OREGON

1925 STATISTICS

YEAR ENDED NOVEMBER 30, 1925



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

ARTIST'S DRAWING OF MUNICIPAL TERMINAL NO. 4
Piers Numbered 1, 2 and 5, with Grain Elevator, Cold and Ventilated Storage Warehouses, Flour Mill, Oil Storage Plants and Bulk Storage Plant, together with Trackage, are now completed. Piers Numbered 3 and 4 remain to be constructed

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

YEAR ENDED NOVEMBER 30

1925

The Commission of Public Docks of Portland, Oregon



COMMISSIONERS

JOHN H. BURGARD, Chairman
F. C. KNAPP, Vice-Chairman
A. H. AVERILL
IRA F. POWERS
J. O. ELROD



Executive Secretary

PHILIP H. CARROLL



PROPERTIES

MUNICIPAL TERMINAL NO. 1
FOOT OF SEVENTEENTH STREET

MUNICIPAL TERMINAL NO. 2
FOOT OF EAST WASHINGTON STREET

MUNICIPAL TERMINAL NO. 3
FOOT OF PITTSBURG STREET

MUNICIPAL TERMINAL NO. 4
FOOT OF BURGARD AVENUE

MUNICIPAL BOAT LANDING
FOOT OF WOODWARD AVENUE

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

MUNICIPAL BOAT LANDING AND EXECUTIVE OFFICES
FOOT OF STARK STREET

Annual Report of The Commission of Public Docks

February 15, 1926.

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

Sir: The Commission of Public Docks begs herewith to submit its annual report for the fiscal year ending November 30, 1925.

At this time the organization of The Commission of Public Docks consists of the following members: John H. Burgard, Chairman; F. C. Knapp, Vice-Chairman; A. H. Averill, Ira F. Powers and J. O. Elrod. There was no change in the personnel of the Commission, Mr. Powers having been reappointed by you to succeed himself for the five-year period commencing December 7, 1924.

The total authorized bond issues for the provision of municipal, commercial port facilities have been \$10,500,000.00. Of this amount there has been expended to December 1, 1925, in the acquisition of terminal sites, dredging and filling operations, construction, equipment, and for all other purposes, \$9,994,179.34. At this time the Commission had available in its Capital Fund \$393,000.00 Port of Portland, 20-year Series "D" Port Improvement and Equipment Bonds, \$13,020.66 in the Construction Fund and \$99,800.00 unsold Dock Bonds of the issue authorized in 1910, or a total of \$505,820.66 for construction purposes.

The Commission of Public Docks was created a separate department of the City of Portland by an amendment to the City Charter, adopted November 10, 1910. The more important duties and powers delegated to the Commission by Charter Amendment are:

1. To prepare for publicly owned docks and other shipping facilities of such number, and in such places as it may deem feasible and proper.
2. To purchase or acquire by condemnation, such lands as may be necessary for the use in construction of any publicly owned docks or any other structure.
3. To have exclusive charge and control of all of the port's property belonging to the city and waters adjoining thereto, together with the operation of said property.
4. To have exclusive government and control of the entire waterfront of the city not owned by it.
5. To regulate the building, repairing, etc., of all structures on the waterfront, within the limits of the City of Portland.
6. To establish, regulate and alter wharfage, dockage, storage and all other rates and charges on all publicly owned and operated waterfront facilities.



MUNICIPAL TERMINAL NO. 4, SLIP NO. 1

MUNICIPAL PORT FACILITIES

From the above expenditures the Commission has constructed and has in operation the following terminal facilities:

Terminal No. 1: Quay dock 955 feet long, with transit shed 935 feet long and 147 feet wide.

Pier A—484 feet long, with transit shed 176 feet wide.

Pier B—500 feet long, with transit shed 187 feet wide.

Warehouse No. 1: One-story structure about 190x200 feet, having covered area of 37,600 square feet.

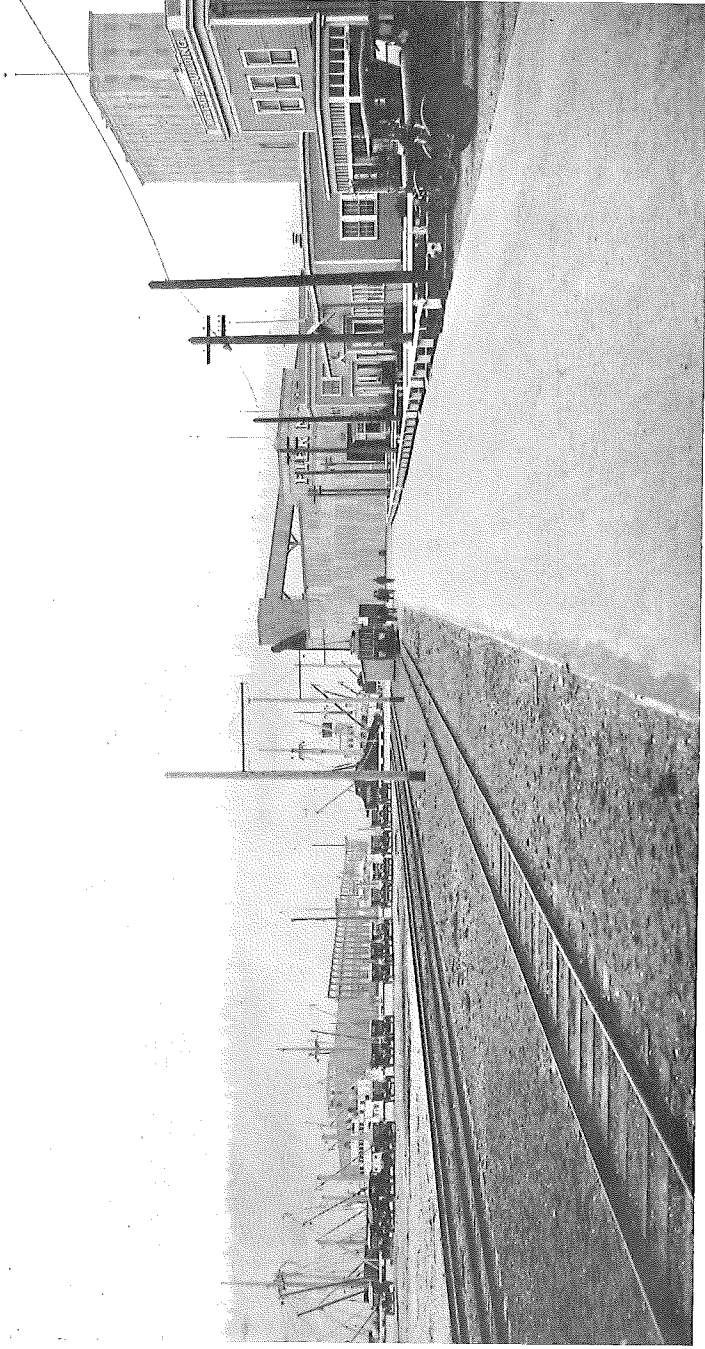
This terminal has berthing space for five major ships, area under shed 349,600 square feet, and open storage of 78,500 square feet. It is situated in the west side central railroad terminal and warehouse district, and has rail trackage accommodations for 140 cars. The mechanical equipment consists of 20-ton locomotive crane, electric dock winches, cargo hoists, electric freight elevators, adjustable ramps, electric and gasoline tractors, gravity conveyors, freight piling machines and large supply of trucks and trailers. All the structures are automatically sprinklered, giving low insurance rate. Accommodates Intercoastal business and European and Trans-Pacific local.

Terminal No. 2: Situated in the East Side industrial and jobbing center, it is used both by Intercoastal and Coastwise shipping. It has a two-level quay dock, 526 feet long, with transit shed 100 feet wide and trackage for 20 cars. It is provided with cargo masts, electric freight elevators, adjustable ramps, freight piling machines, etc., and automatic sprinkler system. There is about 50,000 square feet open storage in rear of the quay dock.

Terminal No. 3: A quay dock 560 feet long, transit shed 100 feet wide and trackage for 27 cars. It is used mostly for storage of slow-moving commodities, for which space is not available at the other municipal terminals.

Municipal Terminal No. 4: This is the largest and most important of the municipal terminals. The site contains 165 acres, with a harbor frontage of 3035 lineal feet, on which there has been constructed the following facilities:

Pier No. 1: This pier has a length along slip No. 1 of 1500 feet and is 221 feet wide, the outer end being a two level structure for a length of 615 feet. The harbor face of this pier has a frontage of 605 feet, which gives a total berthing space of this pier of 2105 lineal feet. The main transit shed on the pier is 1500 feet long and 180 feet wide, and on the harbor face extension it is 150 feet wide, a total cargo storage area under shed of 401,440 square feet, which, with proper allowance for gangways and trucking space, permits the handling of



ENTRANCE TO MUNICIPAL TERMINAL NO. 4
Slip No. 1, with Piers Nos. 1, 2 and Grain Elevator in Background, Administration and Welfare Buildings and Restaurant in Foreground. Street
Car Service is Maintained Directly to the Terminal

40,000 tons of general cargo, or 64,000 tons of grain and flour at one time.

The outer, or grain section of Pier No. 1, has six sacking bins, filled from the elevator by the shipping belts. Under the pier shed floor there is a conveyor belt running the full length of the pier, onto which grain from sacks stored on the pier can be cut in and carried to the elevator for cleaning or smutting and storage, if so required. From the two-belt shipping gallery along the front of the pier, with four movable trippers and thirteen spouts, two vessels can be loaded with bulk grain at one time.

Track facilities are provided in both front and rear of the pier, the tracks in rear having placement for 105 cars.

The pier has cargo masts along its entire face, electric elevators and electrically operated ramps, or inclines, for handling freight to and from river steamers and barges, and is automatically sprinklered.

Pier No. 2: This pier, which also is 1500 feet long, and has a width of 214 feet, is covered with a transit shed, on its outer half, 715 feet long and 166 feet wide. The inner one-half open pier is used mostly for the handling of bulk freight and lumber. Trackage is provided both at the front and rear of the pier, the rear tracks accommodating 100 cars. The cargo capacity of the shedded portion of the pier is proportionally the same as that of Pier No. 1. This pier has automatic sprinkler system, cargo masts and electric freight elevator. Slip No. 1, which serves Piers Nos. 1 and 2, is 1500 feet long and 280 feet wide.

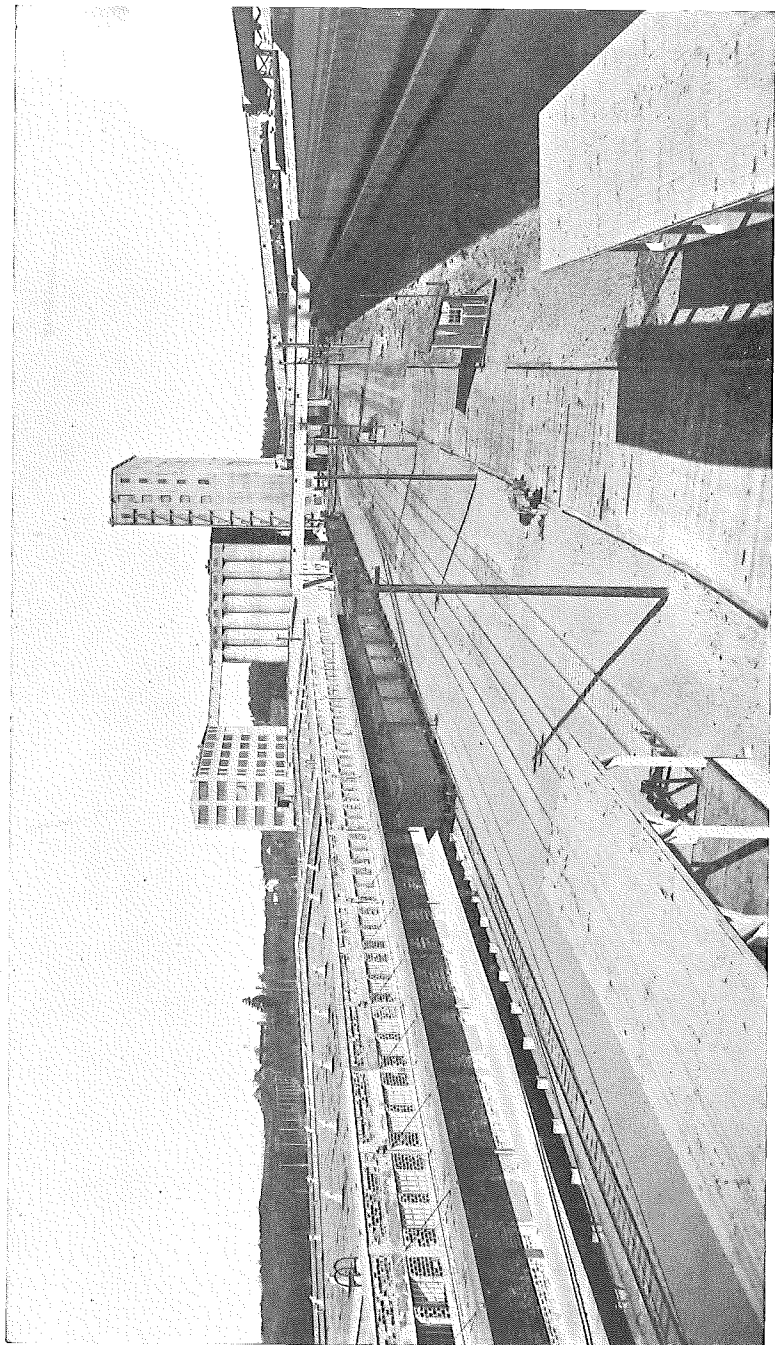
Pier No. 5: This pier has a total berthing space of 1565 lineal feet, of which 665 feet is along the quay portion of the pier and 900 feet along the slip. In rear of the quay dock is constructed a large bulk storage plant for handling of coal, phosphate rock, etc., and on an area of filled ground back of the pier and quay dock, consisting of approximately three and one-half acres, storage space is available for lumber, logs, sulphur, steel, etc.

A trackage of nearly two miles has been provided on this pier and the filled ground. Piers Nos. 4 and 5 are served by Slip No. 3, which is 1000 feet long and 220 feet wide.

Grain Elevator: This elevator, which is of fireproof construction throughout, was completed in 1920. It was designed especially with the view of successfully handling and cleaning wheat of the many grades and varieties produced in the Pacific Northwest. The general details of this elevator are as follows:

It consists of a track shed, operating house and storage annex. Reinforced concrete construction is used throughout, and the present capacity is 1,053,800 bushels.

The track shed has six power shovels for unloading bulk grain into six track hoppers, with an unloading capacity of about 120,000 bushels



VIEW IN REAR OF PIER NO. 1, MUNICIPAL TERMINAL NO. 4, VENTILATED AND COLD STORAGE WAREHOUSE AT LEFT, GRAIN ELEVATOR AND TERMINAL FLOUR MILLS IN BACKGROUND, WITH CONVEYORS LEADING TO PIER NO. 1

in eight hours. For the convenient unloading of sacked grain, of which a very considerable quantity is brought in from the producing sections, from cars in the track shed, a concrete platform has been provided between the two unloading tracks, on which the sacks are piled and later cut into the track hoppers for transfer and storage in the elevator, and this is done without slowing up the unloading of bulk wheat from cars. Two car pullers operate to handle cars on either of the two tracks passing through the unloading shed.

The operating house is divided into 79 bins, varying in capacity from 300 to 5150 bushels. Fifty of these bins have a capacity of more than 4000 bushels. The total capacity of the operating house bins is 298,700 bushels. The operating house and its machinery were designed of sufficient capacity to handle a proposed 1,000,000 bushel additional storage.

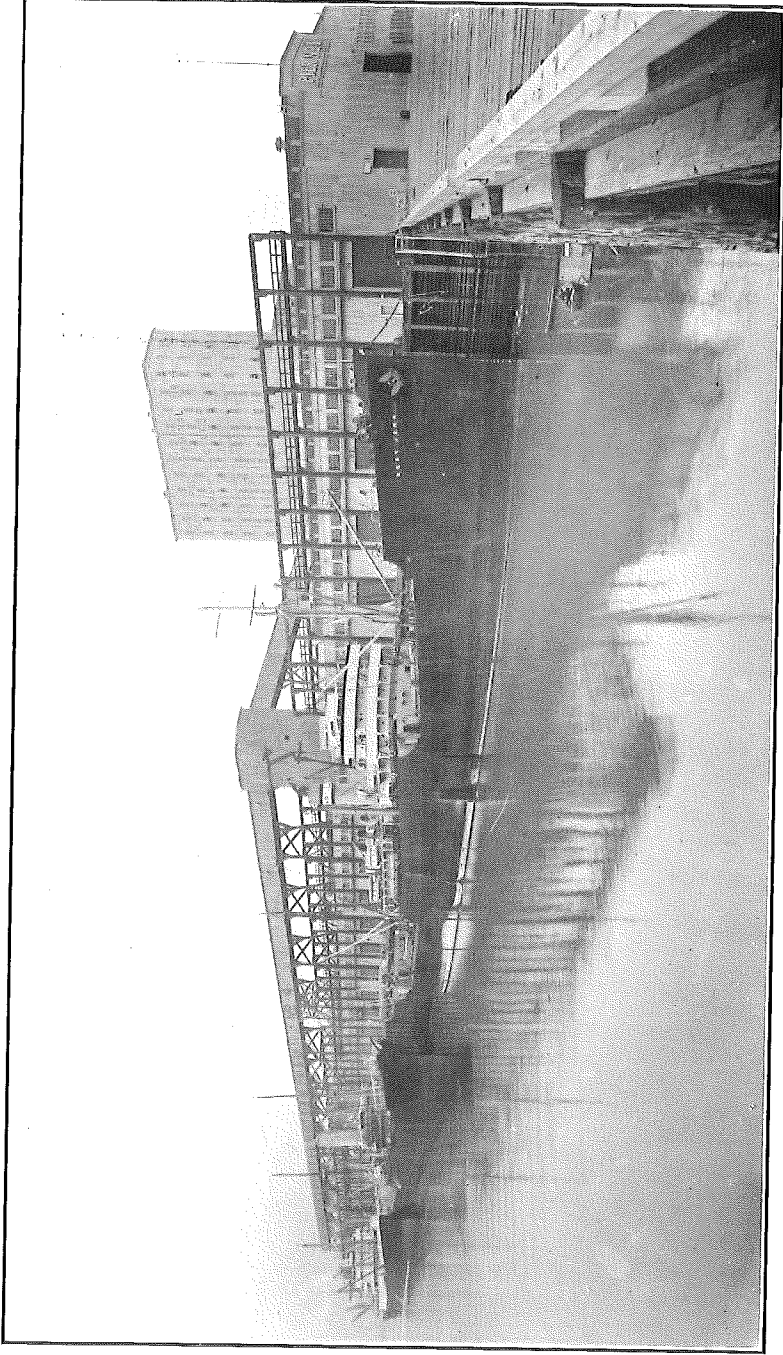
The storage annex has 63 bins 15 feet in diameter and 85 feet in height, of a capacity varying from 12,200 bushels to 10,300 bushels, and 36 interspace bins, each holding 2200 bushels, or a total bin capacity of 755,100 bushels in the annex.

The elevator equipment as now installed consists of the following, which includes the two wheat washing machines installed during the year:

	Bu. per Hr. Each
3 receiving legs	12,000
2 receiving legs, handling grain from pier shed.....	6,000
3 shipping legs	12,000
2 separator legs	6,000
2 smutter legs	4,000
3 receiving conveyor belts.....	12,000
3 shipping conveyor belts under annex.....	12,000
2 conveyor gallery shipping belts.....	10,000
3 distributing conveyor belts over annex.....	10,000
2 distributing conveyor belts operating house cupola	10,000
5 smutters	
2 separators	
2 aspirating separators	
9 hopper scales	2,000
1 hopper scale	1,000
1 passenger elevator	
1 Humphrey elevator	
13 ship delivery spouts	
Dust collecting system	
Sweeper system	
2 Wolf Dawson double cylinder wheat washers, with necessary legs, spouting and driving machinery. Each machine has an average capacity of washing 820 bushels per hour.	

Electric power is used in operation, each operating unit being independently motored, with electric signals and telephones throughout the plant.

Loading bulk grain to ships is at the rate of 30,000 bushels per hour.



PIER NO. 1, MUNICIPAL TERMINAL NO. 4, WITH MILLION BUSHEL GRAIN ELEVATOR IN REAR

Oil Bulk Handling and Storage Plant: For the handling and storage of vegetable oils and molasses, fourteen steel tanks on concrete foundation were constructed and have a combined capacity of 1,486,800 gallons. Seven of these tanks were designed especially heavy for storage of molasses, which commodity is shipped in as full cargoes from the Hawaiian Islands. To furnish the necessary facilities for weighing oil and molasses as it is being pumped from vessels to the tanks, there are installed two tank scales, 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. Electric and steam operated pumps are provided for pumping molasses and vegetable oils from vessels' tanks through the oil storage pipes.

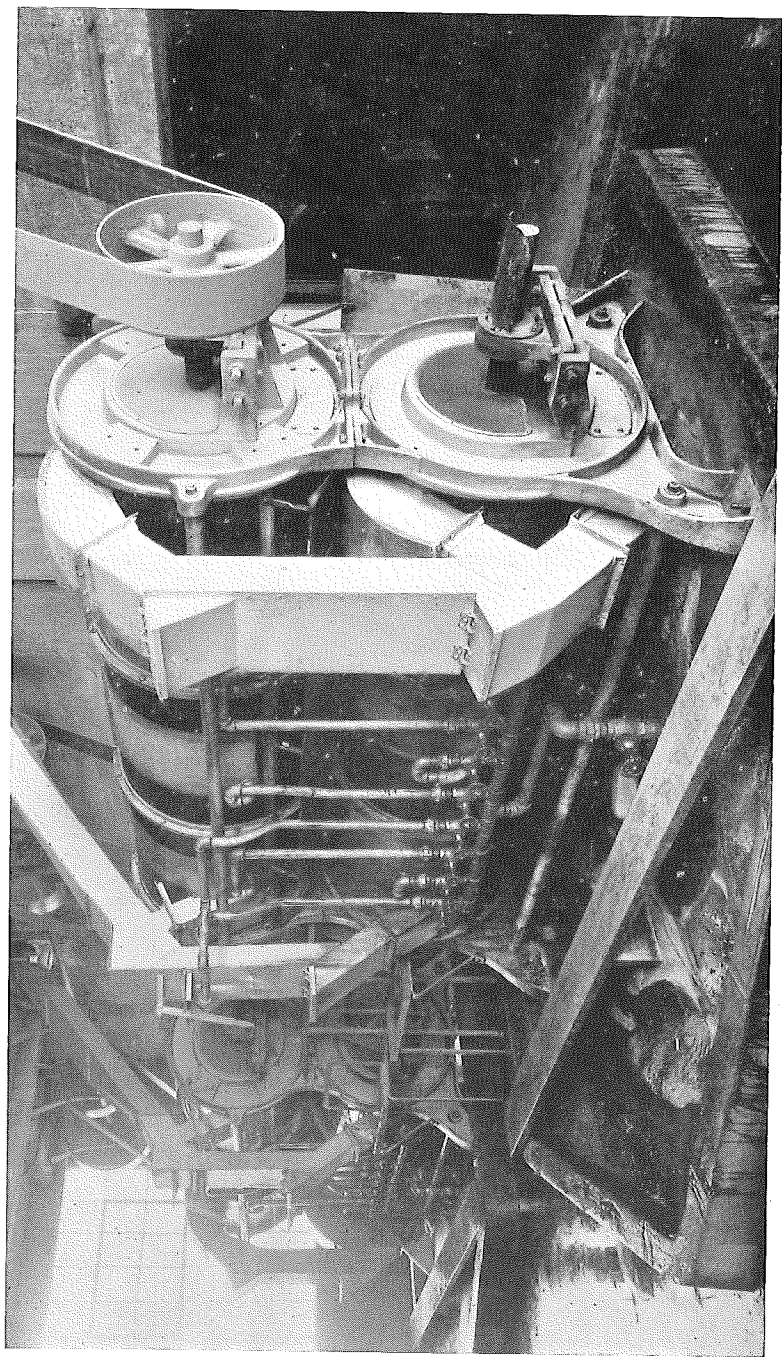
A sinking type, motor-driven, two-stage turbine pump, recently purchased, has a capacity of 650 gallons per minute, or 150 tons per hour.

Bulk Handling and Storage Plant: This 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 handling other bulk material, such as coal, ore concentrates, manganese ore, 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.

Cold Storage Plant: This plant was constructed in 1923 to provide refrigerated space for transit shipments of apples, received for export. The refrigerated space is 120 feet by 200 feet, divided into four rooms, with a capacity of 105,000 boxes. The brine system of refrigeration is used, and the plant is provided with special fan circulating device.

Ventilated Apple Storage Warehouse: This adjoins the cold storage plant and is 410 feet by 200 feet, with a maximum capacity for about 350,000 boxes of apples. During two seasons' operation it has handled the apples passing through and stored in a very satisfactory manner.

Fumigating Plant: This plant was put in operation in April, 1923, and has since been used in fumigating all of the oriental cotton arriving in this port, in addition to other commodities received requiring reconditioning. The plant has a capacity of 250 tons per day and is also equipped for reconditioning of rice, peanuts, beans and other foodstuffs.



TWO DOUBLE CYLINDER WASHING MACHINES, ARE PROVIDED IN THE GRAIN ELEVATOR AT MUNICIPAL TERMINAL NO. 4
FOR THE WASHING OF WHEAT

Fuel Oil Tanks: The General Petroleum Corporation has two 55,000-barrel oil tanks in rear of Pier No. 5 and immediately adjoining the terminal site, from which deliveries of fuel oil are made to steamers at two berths of this pier through 10-inch pipe lines.

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

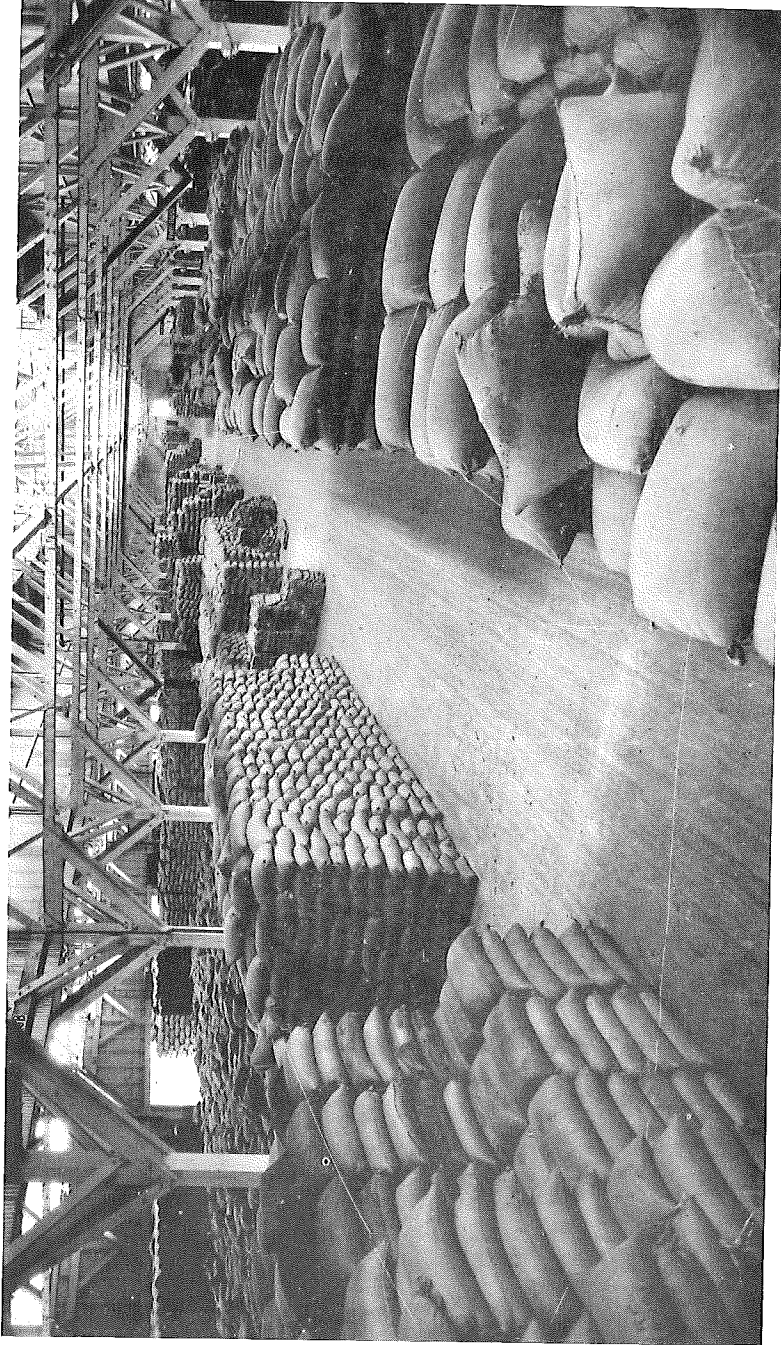
Administration and Other Buildings: For the accommodation of the terminal forces, Government grain research work and branch office of the State Grain Inspection Bureau, a large two-story office building was constructed, and for the purpose of enabling employes and others to obtain meals while working at this terminal, the Commission has for several years had a restaurant in operation, seating 200 people, where meals are served at reasonable prices at all hours, when work of loading or discharging vessels is being done. There is also a welfare building, with hot and cold shower baths, lounging rooms, etc.

Street Car Service: The Commission operates a street car line, about 1½ miles long, connecting Terminal No. 4 with the main street car service of the city, cars being operated continuously from 7 A. M. to 7 P. M. Special cars are run at any time thereafter when vessels are working. There is a five-cent fare each way on this 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 1500 barrels daily capacity, with adjoining warehouse. These structures are of reinforced concrete and are directly connected with Pier No. 1 by belt conveyors for delivery of the manufactured mill products for water shipments. This mill has been in operation most of the time during the year, the output from which is nearly entirely for export.

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, there is available at this terminal one 15-ton and one 20-ton locomotive crane, switch engine with flat cars and dumpers, electric and gasoline tractors with trailers, electric elevators, freight piling and stacking machines and gravity and powered conveyors, to facilitate the handling, loading and unloading of cargo.

All structures at this terminal, with the exception of the grain elevator, bulk storage plant and the ventilated apple warehouse, are protected by automatic sprinkler systems and, in addition, all pier structures have concrete fire walls, at about 400-foot intervals, extending



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

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 engine, fire hose, fire trucks, etc., and a fire marshal is permanently employed to supervise fire prevention, fire control and fire fighting measures at all of the municipal terminals, where fire drills are regularly held at frequent occasions.

With Piers Nos. 1, 2 and 5 constructed at this terminal, there have been at this time provided a berthing space of 5500 lineal feet with area under shed on Piers Nos. 1 and 2 of 513,160 square feet and 8.4 acres of open storage on Piers 2 and 5, with a large additional area in rear of these piers. The approved plans for the full development of this terminal on the original site call for the construction of five piers and three slips, which will have a combined accommodation for seventeen 500-foot vessels. In anticipation, however, of possible early provision of Piers Nos. 3 and 4, the Commission has already undertaken the construction of necessary bulkheads and fills for these piers and the partial excavation of Slip No. 2 serving Piers 3 and 4, so that no delays will be encountered in completing these piers when a decision is made to proceed with their construction.

The Commission, in purchasing this extensive site of 165 acres for this large terminal development, had in mind the necessity of supplying a large trackage which would adequately serve the completed piers, elevator, oil and bulk storage and other important facilities included in the approved plans. In the approved terminal it was figured that a total trackage of approximately 30 miles would be required, and of this about 15 miles have at this time been constructed, which permits in excess of 300 cars being handled at one time without congestion and with ample surplus trackage for convenient intra-plant switching and direct handling of cargo from car to ship and vice versa. The general plan of Terminal No. 4, accompanying this report, clearly illustrates this important feature of the terminal trackage. Because of the magnitude of this terminal the transcontinental railroads of the port—the Union Pacific, Northern Pacific, Southern Pacific and the Great Northern—have established a joint agency there, through which is handled all matters pertaining to billing and routing of the cars passing through the terminal.

General: At all of the 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 five thousand gallons or less, and for amounts in excess of five thousand gallons, 20 cents for each one thousand gallons.

For the accommodation of vessels berthed at Terminals Nos. 1, 2 and 4, facilities have been provided for connecting such vessels to the terminal light circuits, the charge for such service being based on meter consumption, and for the convenience of vessels berthed at Terminals Nos. 1 and 4, a number of telephones have been installed along the



SPOUTING BULK GRAIN FROM GRAIN ELEVATOR INTO VESSEL'S HOLD
AT PIER NO. 1, MUNICIPAL TERMINAL NO. 4

face of the transit sheds, where they are available for the use of the ship's crew at any time.

The municipal terminals have a depth alongside the docks and piers varying from 30 to 35 feet at low water.

DRY DOCKS

There are two floating dry docks in the port, both owned and operated by The Port of Portland. These dry docks, together with the repair plant, are always kept in excellent repair and operating condition, and available for immediate use. The general description of this complete plant is given herewith:

Dry Dock No. 1:

Length	468 feet
Width between wings.....	82 feet
Depth of water over keel blocks.....	25 feet
Lifting capacity, deadweight.....	10,000 tons
Number of pontoons.....	5

Dry Dock No. 2:

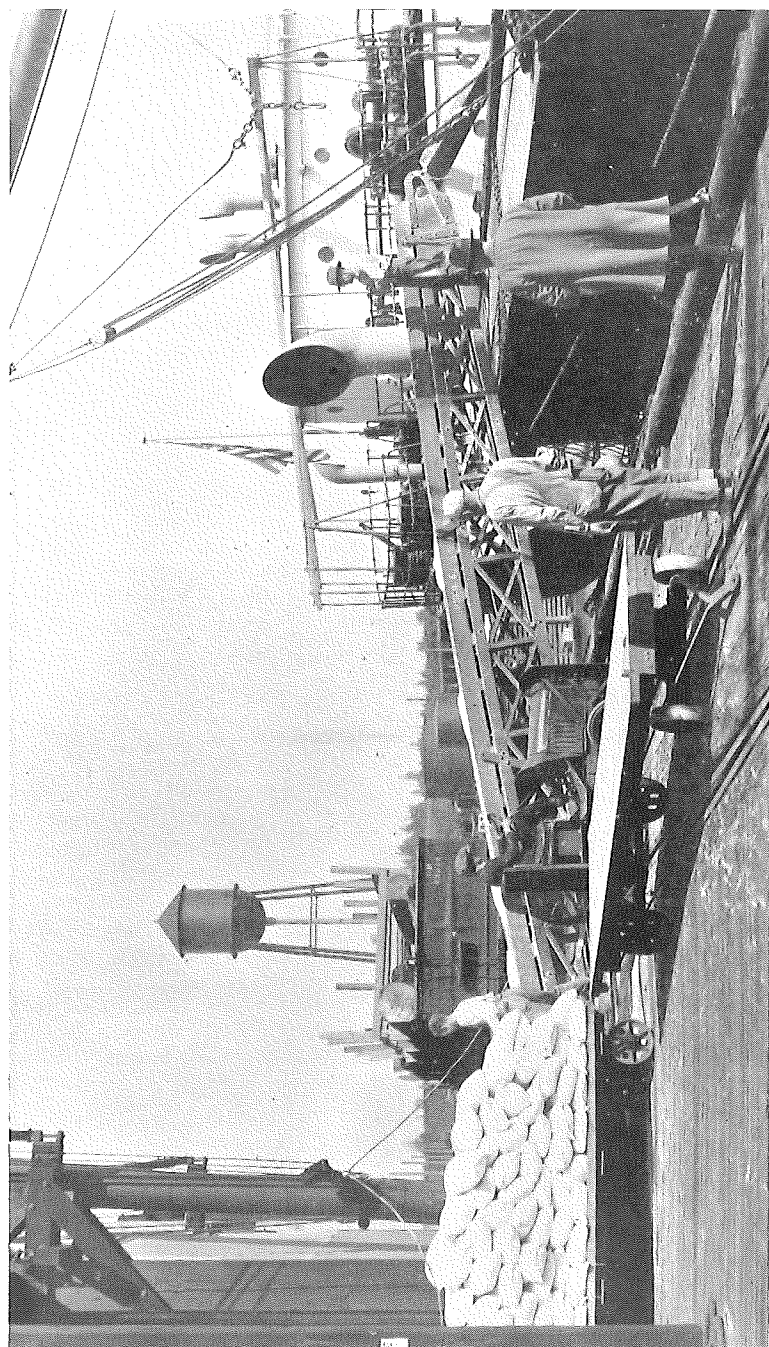
Length	492 feet
Width between wings.....	94 feet
Depth of water over keel blocks.....	27 feet
Lifting capacity, deadweight.....	15,000 tons
Number of pontoons.....	5

These dry docks are a publicly owned utility. All vessels and ship repairers use the docks on equal terms. The Port of Portland Commission does no work on vessels, but local contractors are equipped to perform all kinds of ship repairs. Competitive bids for repair work can readily be obtained at this port.

In connection with the dry docks, The Port of Portland Commission has available for use by contractor quite a complete repair plant, consisting of locomotive cranes for lifting propellers, tail shafts and for other purposes; also air compressors, drills, forges, lathes, shapers and other tools. Compressed air and electric current for operating tools are supplied at current rates.

PRIVATE WATERFRONT FACILITIES

The principal private construction added during the year consisted mainly of facilities for the handling of wheat, two elevators, each of 8000-tons capacity having been built and placed in operation in time to handle the 1925 crop. The lumber interests of the port also enlarged their dock structures to accommodate their expanding business and this applied as well to oil companies. The private docks handling off shore cargoes generally have a depth alongside of 30 feet or more at low water. All of the private docks and piers used for ocean commerce are listed below:



FLOUR IS EXPEDITIOUSLY AND ECONOMICALLY HANDLED AT MUNICIPAL TERMINAL NO. 4 BY USE OF LARGE CAPACITY
FLAT DOCK TRUCKS, TRACTORS AND CONVEYORS

GENERAL CARGO DOCKS

Oregon-Washington Dock (Union Pacific): Quay dock 420 feet long, with cargo space under shed of 49,000 square feet and trackage for 20 cars.

McCormick Terminal (Union Pacific Dock): Quay dock 1071 feet long, with cargo space under shed of 85,775 square feet, adjustable ramps for side port loading and unloading and trackage for 80 cars.

Albers Dock No. 1: Quay dock 310 feet long, partly two-level, with a total cargo space under shed of 64,000 square feet and trackage for six cars.

Albers Dock No. 3: Quay dock 305 feet long, 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.

Supple's Dock: Plant consists of two slips, each 310 feet long and 110 feet wide and one pier 310 feet long and 125 feet wide, covered with shed 100 feet by 465 feet.

Admiral Line Terminal—Pacific Steamship Company (Spokane, Portland and Seattle Railway): Quay dock 1000 feet long, two level, with total cargo space under shed of 304,200 square feet, and trackage for 150 cars.

Luckenbach Terminal: Quay dock 550 feet long, with total cargo space under shed of 145,600 square feet and trackage for 33 cars.

GRAIN DOCKS (ALSO FLOUR)

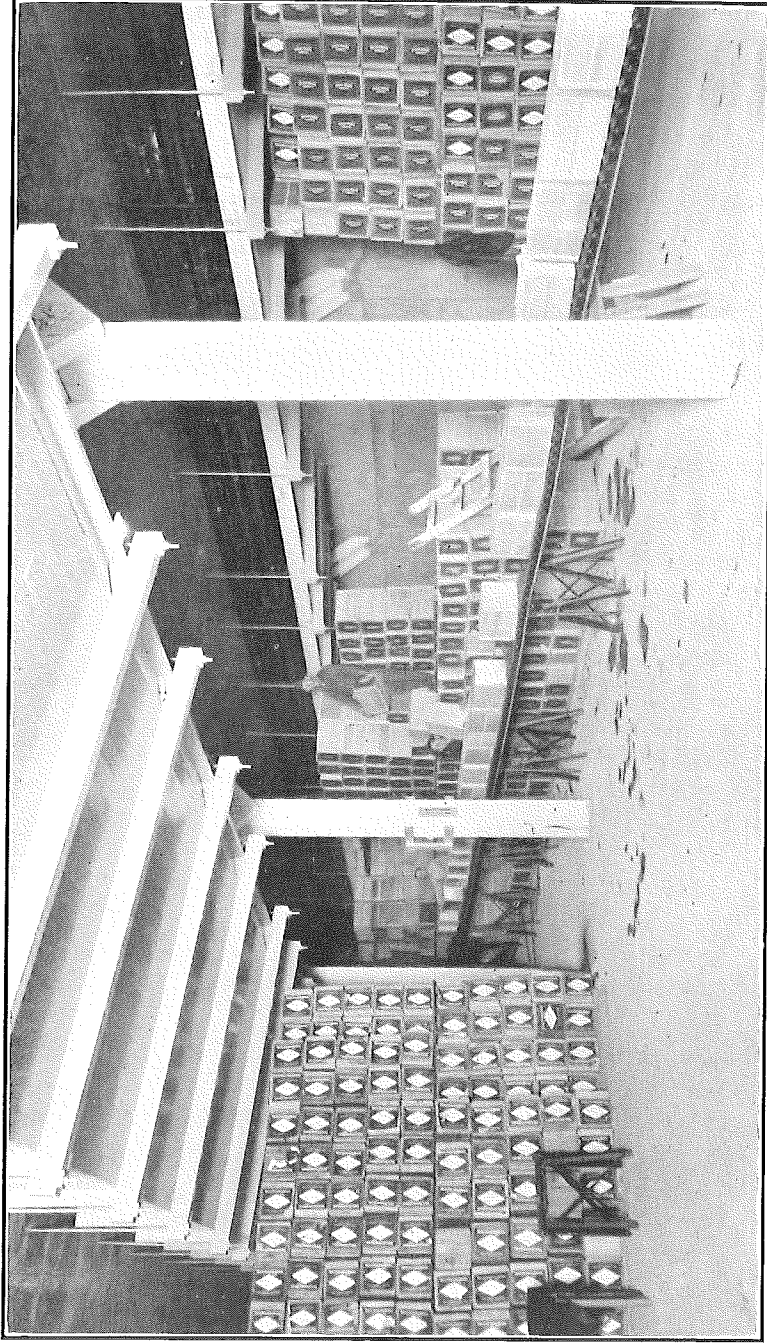
Portland Flouring Mills Dock: Two-level quay dock, 560 feet long, with total cargo space under shed of 86,000 square feet and trackage for 40 cars.

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

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

Crown Mills Dock: Two-level quay dock, 400 feet long, with total cargo space under shed of 71,000 square feet and trackage for eight cars.

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



FOUR COLD STORAGE ROOMS WITH CAPACITY OF 100,000 BOXES OF APPLES ARE PROVIDED IN THE COLD STORAGE PLANT
AT MUNICIPAL TERMINAL NO. 4

Albers Dock No. 2: Two-level quay dock, 178 feet long, with a total cargo space under shed of 41,200 square feet and trackage for eight cars. Ample berthing space at this dock for large vessels by overlapping on Albers Dock No. 3.

Columbia Dock No. 1: Two-level quay dock, 355 feet long, with a total area under shed of 95,600 square feet and trackage for eight cars.

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

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

Northwestern Dock (Union Pacific): Quay dock 580 feet long, with total area under shed of 67,200 square feet and trackage for 28 cars.

These private general cargo and grain docks have a combined cargo capacity of 230,000 tons at one time. The grain docks are provided with cleaning facilities and electrical conveyors for delivering sacked grain and flour to vessels.

PRIVATE GRAIN ELEVATORS

Kerr-Gifford Company (operators): Elevator of fire-proof construction of 250,000 bushels capacity for bulk grain, with ship loading facilities.

Strauss & Company (operators): Elevator with capacity for bulk grain of 300,000 bushels, with two ship loading spouts.

Balfour, Guthrie & Co. (owners): Two elevators each of 270,000 bushels capacity. One of these elevators is provided with ship loading spouts.

LUMBER DOCKS

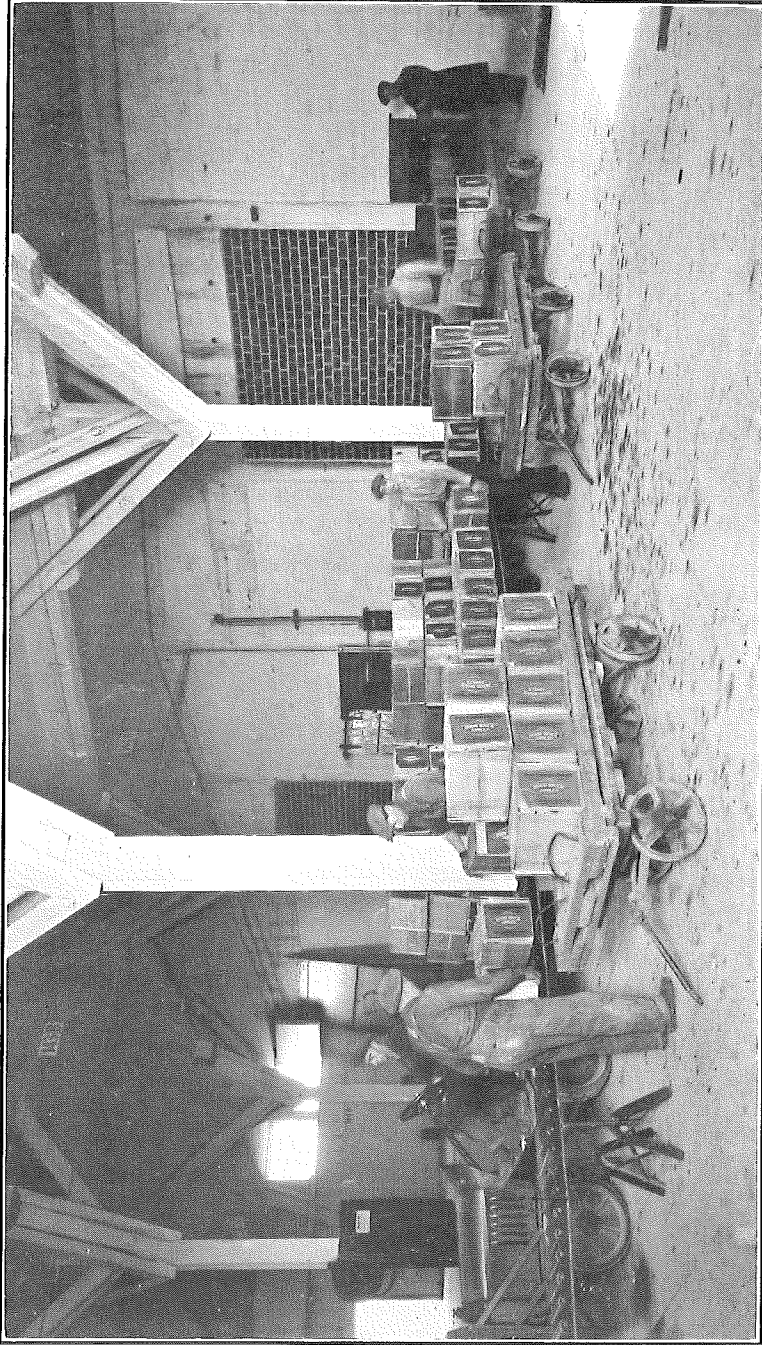
West Oregon Lumber Company Dock: Quay dock 742 feet long and 134 to 210 feet wide.

Beaver-Linnton Mills Co. Dock: Quay dock 300 feet long and 75 feet wide.

St. Johns Lumber Company Dock: Quay dock 670 feet long and 90 feet wide.

Clark & Wilson Lumber Company Dock: Quay dock 980 feet long and 90 feet wide.

Peninsula Lumber Company Dock: Quay dock 1012 feet long and 125 feet wide.



APPLES FOR EXPORT SHIPMENT BEING LOADED ON CARGO BOARDS FROM GRAVITY CONVEYORS LEADING OUT FROM COLD STORAGE ROOMS AT TERMINAL NO. 4 FOR DIRECT TRANSFER TO SHIP'S SLINGS

Duluth Oregon Lumber Company Dock: Quay dock 650 feet long and 105 feet wide.

Eastern & Western Lumber Company Dock: Quay dock 655 feet long and 156 feet wide, and Pier 100 feet wide with slip frontage of 598 feet.

Dollar Portland Lumber Company Dock: Quay dock 455 feet long and 138 feet wide.

Inman-Poulsen Lumber Company Dock: Quay dock 1470 feet long and 188 feet wide.

Harvey Dock: Lumber storage and shipping, quay dock 620 feet long and 200 feet wide.

The Shanghai Building Company Dock: Quay dock 571 feet long and 110 feet wide.

OIL DOCKS

Associated Oil Company: Quay dock 395 feet long. Tank storage capacity:

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

Standard Oil Company: Quay dock 400 feet long. Tank storage capacity:

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

Union Oil Company of California: Quay dock 400 feet long. Tank storage capacity:

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

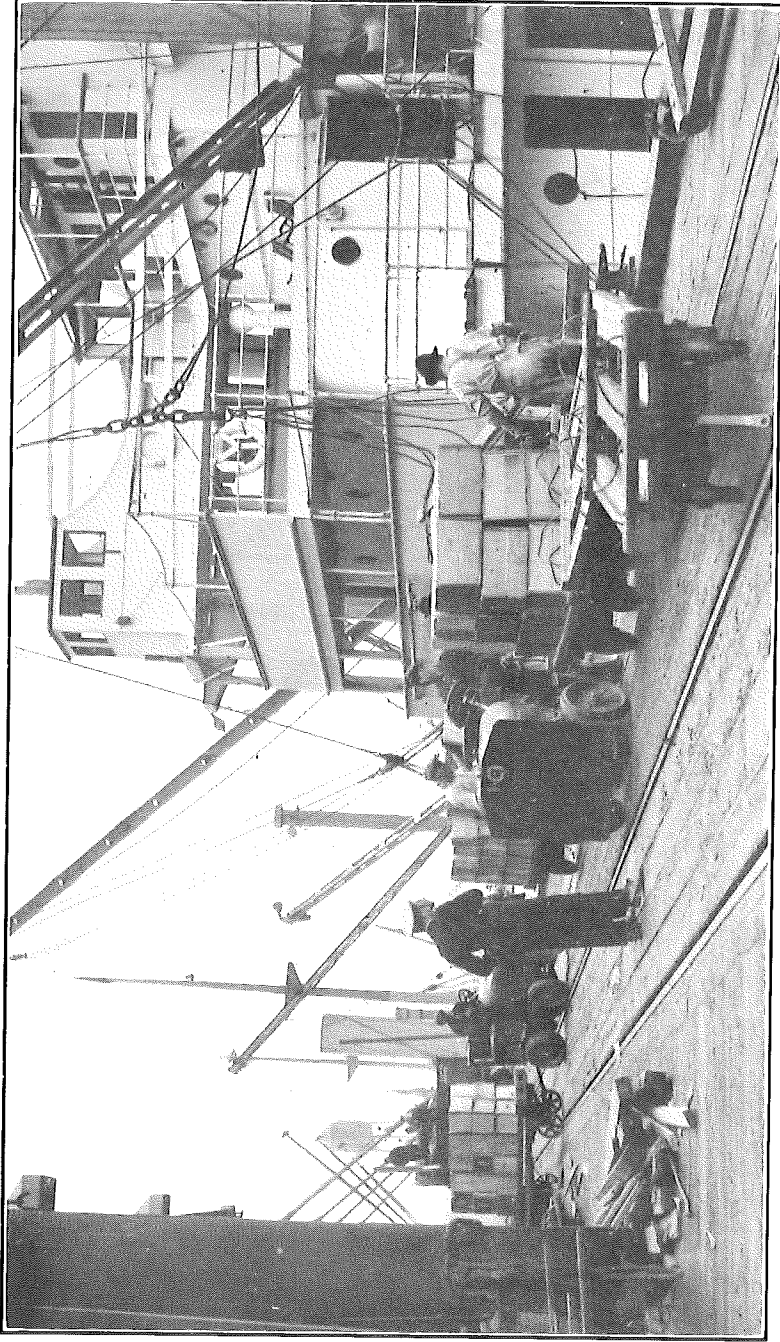
The Shell Company: Quay dock 350 feet long. Tank storage capacity:

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

General Petroleum Corporation: Quay dock 600 feet long at Municipal Terminal No. 4 for crude oil, and quay dock 500 feet long for gasoline delivery. Tank storage capacity:

Crude oil	4,620,000 gallons
Refined oil	2,814,000 gallons

The facilities of these oil companies include convenient delivery of fuel oil to vessels, at their docks. For delivering fuel oil to vessels from



DELIVERING APPLES FOR EXPORT SHIPMENT FROM STORAGE TO VESSEL AT PIER NO. 1, TERMINAL NO. 4

floating equipment there are available barges, with pumps, capable of delivering 42,000 gallons per hour.

The bunkering of vessels with coal in the port is practically all done at the Commission's bulk storage plant at Terminal No. 4. This plant has a storage capacity of about 10,000 tons and delivery to vessel of about 200 tons per hour. Besides these fixed coal fueling facilities there are available in the port a number of lighters and barges for coaling vessels while at berth, discharging or receiving cargo.

Crane Facilities: The municipal terminals are supplied with locomotive cranes of 15 to 25 tons capacity. Centrally located in the harbor there are available for commercial work, a 75-ton sheer-leg and 35-ton stiff-leg derrick.

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.

As experienced by most other Pacific Coast ports, Portland's waterborne commerce showed a slight falling off as compared with 1924, when the city's commerce surpassed all previous marks. The total tonnage of the port for 1925 as per statistics of the Merchants Exchange, exclusive of local and river traffic, was 4,110,897 tons, valued at \$259,106,183.00, while in 1924 these figures were 4,564,951 tons, valued at \$268,670,058.00.

The principal reason for the decrease in the tonnage handled was due to the small percentage of the wheat crop shipped out during the calendar year, the wheatgrowers holding their crops for an increased price. This is shown by the following figures: During the calendar year 1924, 22,847,211 bushels were shipped as against 9,897,303 bushels during 1925, a decrease of about 60 per cent. As the 1925 wheat crop was considerably greater than that of 1924, approximately 80,000,000 bushels as against 60,000,000 bushels, in the territory covered by Oregon, Washington and Idaho, it is expected that with this great carry-over, the 1926 wheat shipments from this port will be in excess of any previous year, if the 1926 wheat crop equals or exceeds the average yearly production.

The falling off in wheat shipments has been entirely in the foreign trade, domestic shipments having increased about five per cent.

Contrary to all expectations at the time the elevator was constructed, the wheat received in sacks at the elevator as well as for the port as a whole has steadily increased, having been about 54 per cent in 1922 as against 75 per cent in 1925, while the shipping out of wheat in bulk for export was 96 per cent, and the combined export and domestic shipments in the latter year was 79 per cent.

A complete equipment for the removal of smut by the washing process was installed in the elevator at Terminal No. 4 in 1924, in which



INTERIOR PIER NO. 1, MUNICIPAL TERMINAL NO. 4—WOOL CARGO IN FOREGROUND

year out of a total of 1,848,000 bushels of wheat to be smutted, 938,000 bushels were washed and 910,000 lime scoured. In 1925, out of a total of 1,131,500 bushels to be smutted, 764,477 bushels were washed and 367,023 bushels lime scoured, showing a decided preference for the washing process by the exporter.

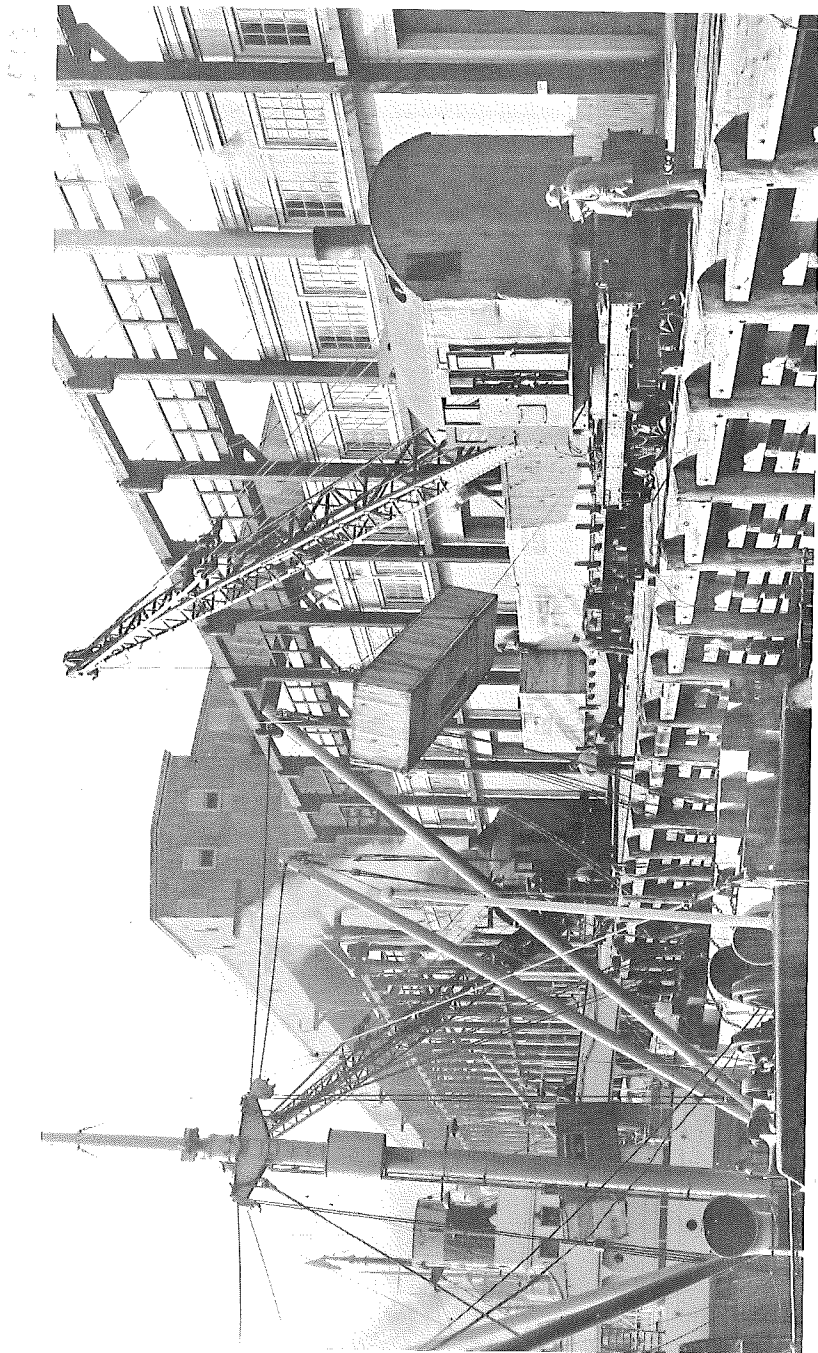
One of the new commodities for export which developed during the year was zinc concentrates drawn from Idaho and Montana principally, with some of Oregon's mineral activities in the Homestead district. These concentrates are destined to Europe, principally Belgium, and their shipments are so regulated as to afford a part cargo for vessels, permitting lumber and general freight to be loaded as well, and insures more parcels with which to support such steamship services, supplied from the port's tributary territory.

The Commission several years ago constructed an extensive bunker plant at Terminal No. 4 for the handling of phosphate rock, manganese ore, coal and other bulk freight. Therefore, when this new business of concentrates was offered the Commission was prepared to receive and dispatch the same without any added outlay. The first shipment was made in June and by the end of November, eleven vessels had been loaded, the total export for the period amounting to 19,506 tons.

In the way of inbound freight a gain was registered in vegetable oils from the Philippines and China, 12,410 tons having been received for the year just closed, which is an increase of 19 per cent over the previous year. The largest single shipment was 4305 tons of cocoanut oil from the Islands. The receipts of vegetable oils up to the present time have been irregular, but as part of the freighter fleet operating under Shipping Board direction to the far East recently has been fitted for the transportation of vegetable oils with other cargo, each vessel having tankage for 700 tons, while others of the fleet will be changed to accommodate oil as they arrive home, the coming year's receipts will be regular, and no doubt include a resumption of wood and peanut oil imports.

Storage tanks at the terminal provide ample space for holding of oils until reloaded into tank cars for distribution to local plants as well as to the East. Installation of highly efficient pumping equipment at the terminal early in the year has increased the speed of discharge so that it is not surpassed by any port on the Coast.

Lumber being the principal export commodity of the port, the following statistics are given concerning the amounts handled during the 1925 calendar year as compared with the 1924 shipments. In 1925 the combined export and domestic shipments amounted to 616,517,000 feet B. M., of which 270,444,000 feet B. M. were export and 346,073,000 feet B. M. sent to domestic ports. The corresponding figures for 1924 were 577,595,000 feet B. M., of which 333,000,000 feet B. M. were export and



LOADING AUTOMOBILES AT PIER NO. 1. MUNICIPAL TERMINAL NO. 4, FOR SHIPMENT TO THE ORIENT

244,595,000 feet B. M. domestic, the total increase being about nine per cent.

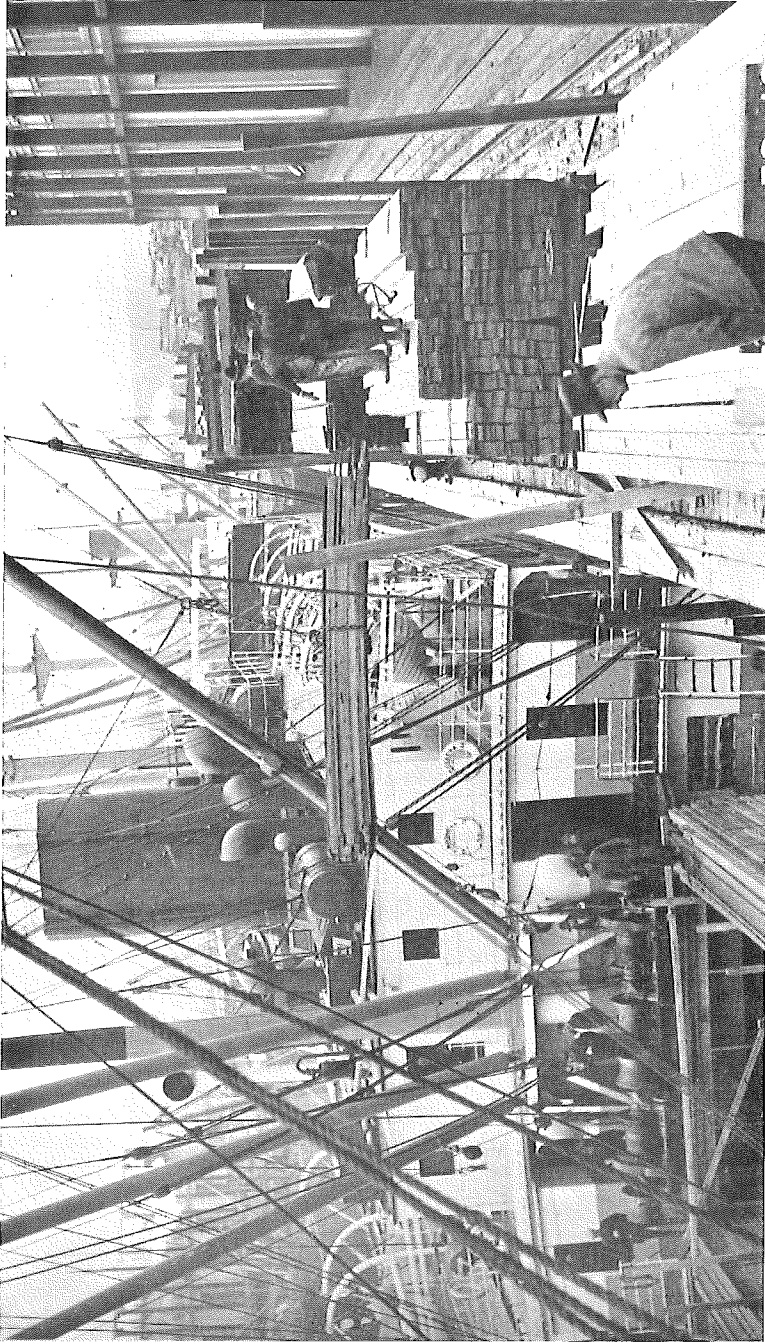
As a comparison of the total Columbia River territory lumber shipments for these years, the following figures are of interest: In 1925 a total of 1,179,717,000 feet was shipped out, while in 1924 the total was 1,001,934,000 feet.

An important export business of the port is shipment of apples, in which Portland leads all other United States ports, with the single exception of New York. During the 1925 export season several countries received apples from Portland which heretofore had received none from this port. The largest buyers of apples, exclusive of Great Britain, the best market of them all, were Belgium, Holland, Germany, France, Norway, Denmark and Finland. The total export of apples in 1925 was 986,720 boxes, and in 1924 963,480 boxes, an increase for 1925 of about 2 per cent.

As elsewhere noted, the facilities provided by the Commission for the handling and storage of apples at Terminal No. 4 consists of a ventilated warehouse 120 feet by 410 feet and a cold storage warehouse 120 feet by 200 feet. Demands were made on the Commission during the year to double the capacity of the cold storage plant, but after a close study of the subject the Commission decided that the present facilities were sufficient to accommodate all transit shipments of apples through this terminal, and that if long time storage of apples were desired by growers or exporters same could be obtained from local and private cold storage plants. During the years 1923 and 1924 the entire space in the cold storage plant at this terminal was used by only three concerns engaged in the growing or exporting of apples. By a re-distribution of this space in 1925 thirteen different concerns were regular users of the cold storage plant, which resulted in a greater turnover and gave accommodation to many small growers who heretofore had been excluded. The 1925 operation of the cold storage plant was generally endorsed by shippers and growers.

Portland is the export center for the canned goods and dried fruit produced in the great Willamette Valley and throughout Oregon, and parts of Washington. Canned goods shipped in 1925 amounted to 41,080 tons. In 1924 it was 33,498 tons. A short crop reduced the dried fruit shipments for 1925, during which year the total shipments amounted to 14,511 tons as against a total of 25,769 tons for 1924. Most of the shipments during 1925 were to the Atlantic Coast.

Door factories were busy during the past year, and exports for that year were double that of 1924, the principal markets for this commodity being United Kingdom, Belgium and France, but large shipments were made also to Australia, Japan and China, exports having increased each year in spite of competition from such manufacturing districts as the Scandinavian countries. Shipments to the Atlantic Coast also show a large increase. A total of 13,169 tons of doors were shipped out in



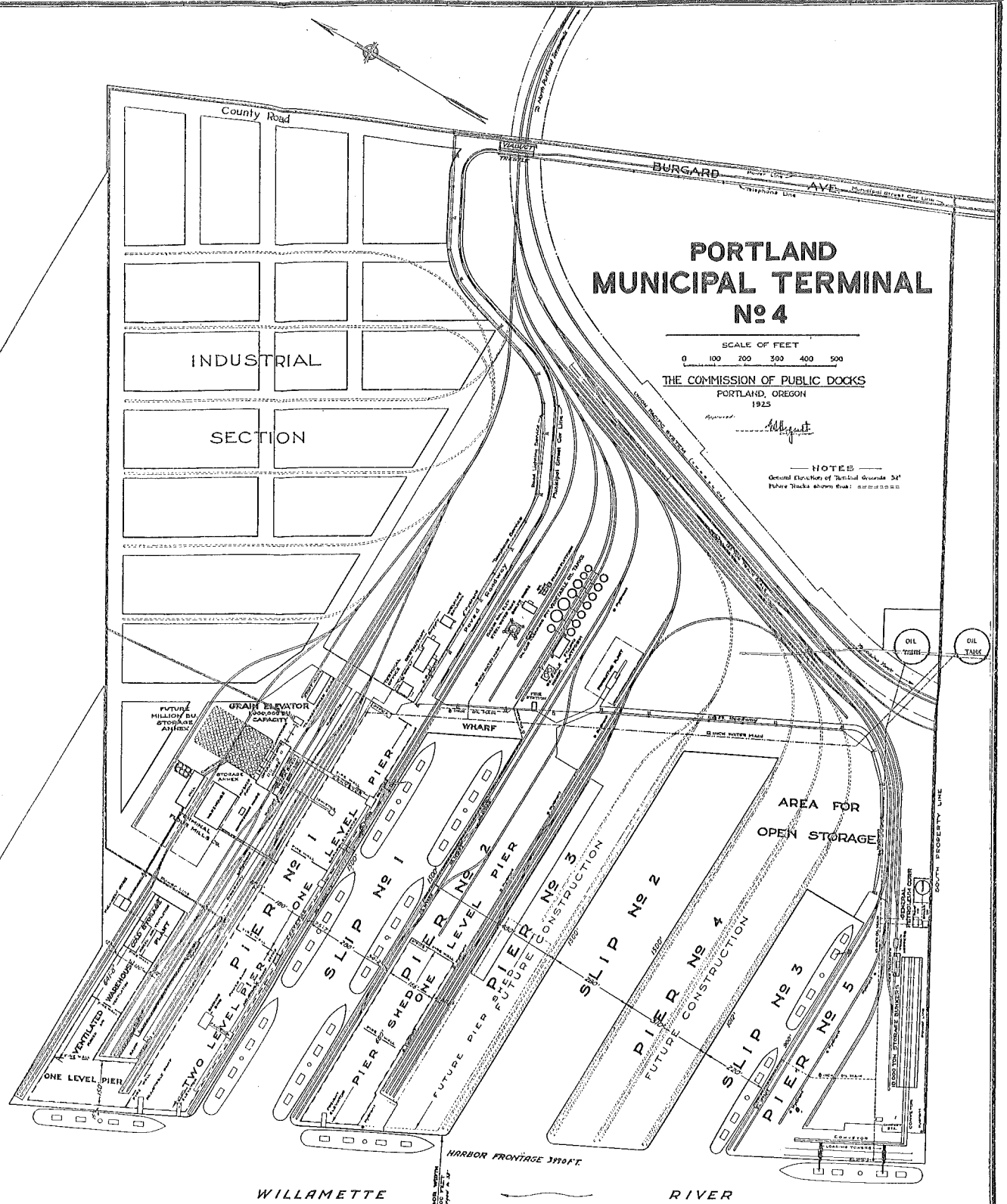
DIRECT TRANSFER OF LUMBER AT MUNICIPAL TERMINAL NO. 4

PORTLAND MUNICIPAL TERMINAL No 4

SCALE OF FEET
0 100 200 300 400 500

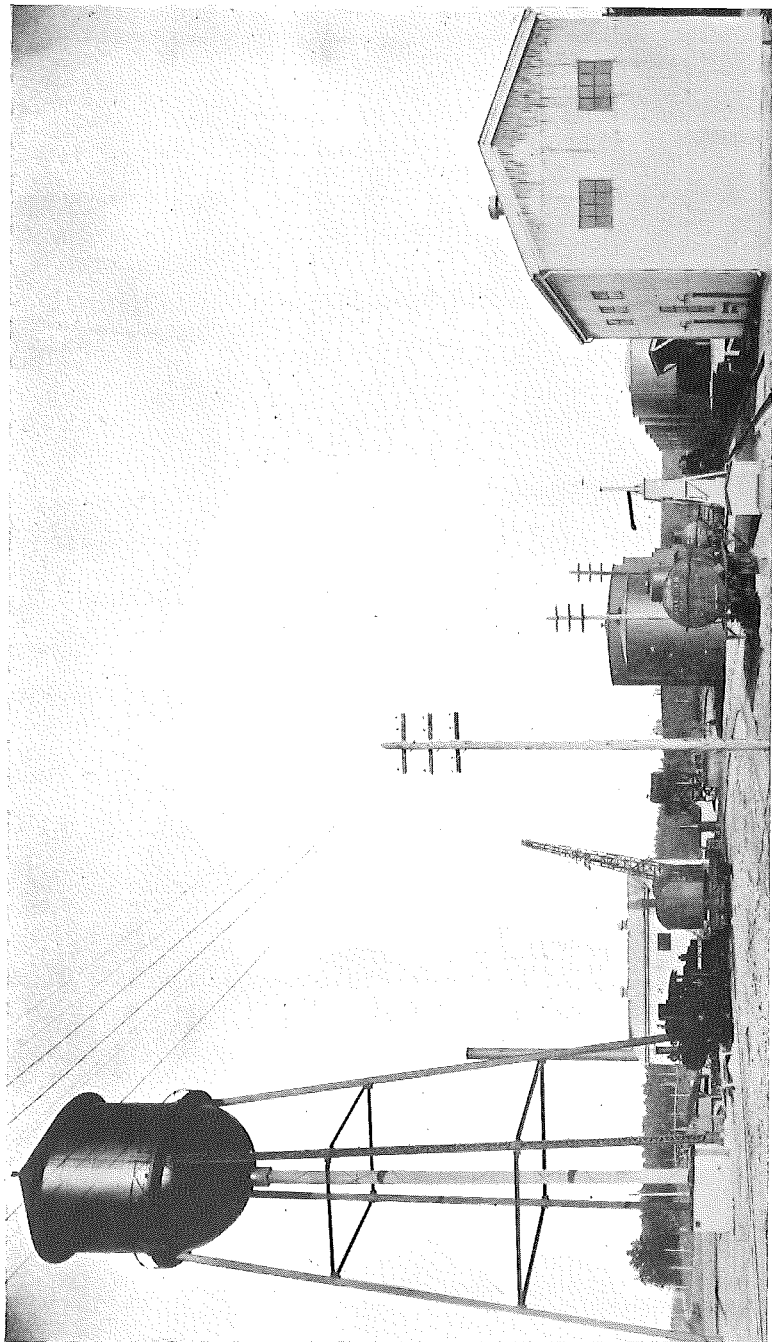
THE COMMISSION OF PUBLIC DOCKS
PORTLAND, OREGON
1925

NOTES
General Elevation of Terminal Grounds 54'
Future Trucks shown track: 88888888



WILLAMETTE

RIVER



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

burg, Oslo, Gothenburg, Malmo, Copenhagen, Stockholm and Helsingfors, placed additional ships in commission during the latter part of the year. They have increased passenger accommodations and are fitted with the latest designed refrigerated equipment.

The Furness fleet, the Harrison direct line, the Ben Line, and others added vessels to their fleet.

Toward the Orient a more marked activity has been developed and the Shipping Board service under the operating management of the Columbia Pacific Shipping Company has been increased from 10 to 11 steamers. During previous seasons as many as 14 units have been maintained in the fleet and to meet the rush resulting from the Japanese earthquake there were 17 operated. The Yamashita Company, Toyo Kisen Kaisha, Tatsuma line, Suzuki & Co. and Mitsui & Co. are among others operating trans-Pacific from Portland.

Winge & Co. have expanded their service to the west coast of South America, so have six vessels instead of four. The Latin-America and Pan-Pacific fleets also figure in the west coast trade.

The Shipping Board has added tonnage to meet requirements for the Pacific-Argentine-Brazil line, managed by Swayne & Hoyt, reaching the east coast of Latin-America.

In the Australian trade are the Shipping Board's Pacific-Australian line and that of the Trans-Atlantic Steamship Company.

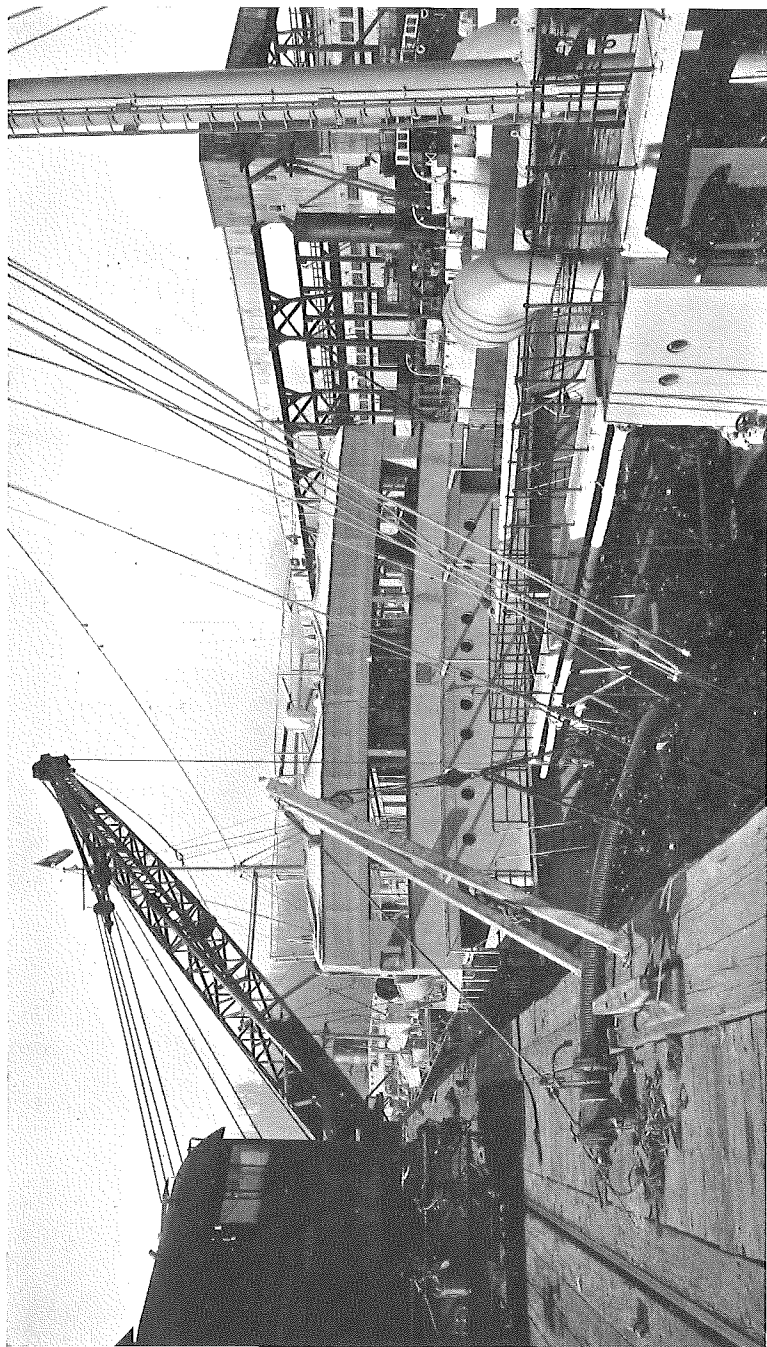
In the Intercoastal field the purchase by the American Hawaiian Steamship Company of six vessels during the year has resulted in speeding its service and a rearrangement of schedules made Portland the terminus of one line, while another ends its route on Puget Sound. The Luckenbach Steamship Co. also worked out advantages in the steaming time of its north Atlantic coast vessels and serves Portland with a ship a week, while improvement in the gulf fleet has been brought about. Added calls in the south have followed and that is true as well in the operation of the Swayne & Hoyt vessels. The Munson-McCormick flag has loaded additional carriers at times during the year to take care of space demands. Among other operators in the coast-to-coast trade are the Argonaut, Isthmian and United American lines.

From the standpoint of ocean services engaged in the movement of diversified wares, it would appear as if the commerce of the port and district was in a general healthy state.

During the fiscal year vessels of the following lines engaged in the various services from the port and, in addition, there were a large number of tramp vessels which carried away a considerable portion of the local products of the port and its tributary territory:

Foreign and Intercoastal—

American-Hawaiian S. S. Co.
Argonaut Line
Australian Dispatch Line



COCOANUT OIL BEING DISCHARGED FROM TANKER AT MUNICIPAL TERMINAL NO. 4. LARGE CAPACITY ELECTRIC PUMPS,
HOSE AND PIPE LINES FACILITATE THE HANDLING OF THIS OVERSEAS PRODUCT

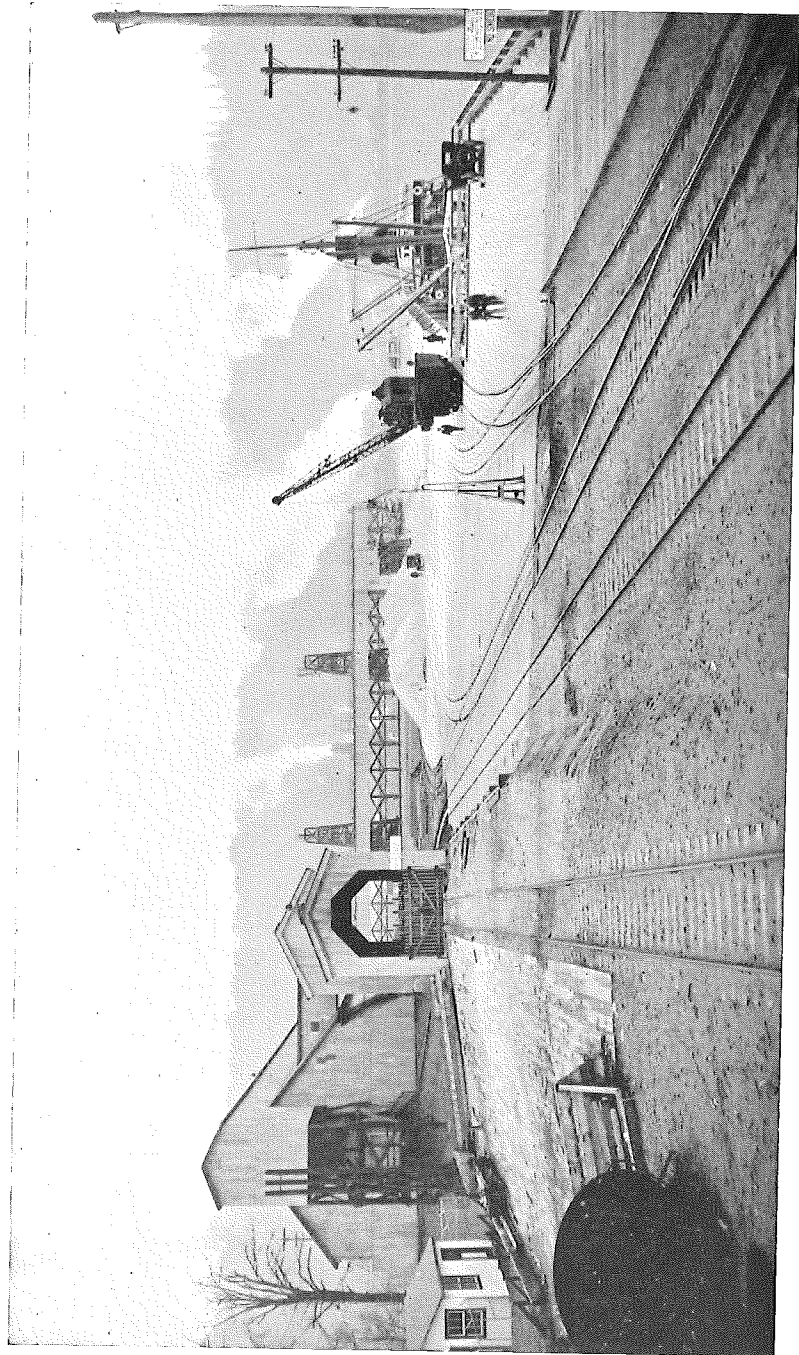
Ben Line
Blue Star Line
Commercial Steamship Lines
Compagnie Generale Transatlantique
Dollar Line
East Asiatic Company
Ellerman & Bucknall S. S. Co.
Furness Line
General Steamship Corporation
Grace Line
Harrison Direct Line
Holland America Line
Isthmian Line
Johnson Line
"K" Line (Suzuki & Co.)
Luckenbach Line
Latin America Line
Munson McCormick Line
Mitsui & Co.
Navigazone Liberia Triestina, S. A.
Norway Pacific Line
Oceanic S. S. Co.
Oregon-Oriental Line (Columbia Pacific Shipping Co.)
Pacific-Argentine-Brazil Line
Pacific Australia Line
Pacific Caribbean Gulf Line
Panama Pacific Line
Portland Oriental Line
Quaker Line
Royal Mail Steam Packet Co.
South African Dispatch Line
Tatsuma Kisen Kabushiki Kaisha
Toyo Kisen Kaisha
Transatlantic S. S. Co.
Transmarine Corporation
United American Line
Wallem & Co.
Westfall-Larsen & Co.'s Line
Winge & Co.'s Line
Yamashita Kisen Kaisha

Coastwise—

Admiral Line
Nelson S. S. Co.
McCormick S. S. Co.
Pacific Motorship Co.

In the appendixes to this report detailed statistics are given for the fiscal year 1925 and several previous years, showing commodities and foreign and domestic imports and exports handled, from which comparisons may readily be made as to the steadily increasing business of the port.

To show the principal commodities handled through the port in the calendar years 1924 and 1925, the following statistics are given:



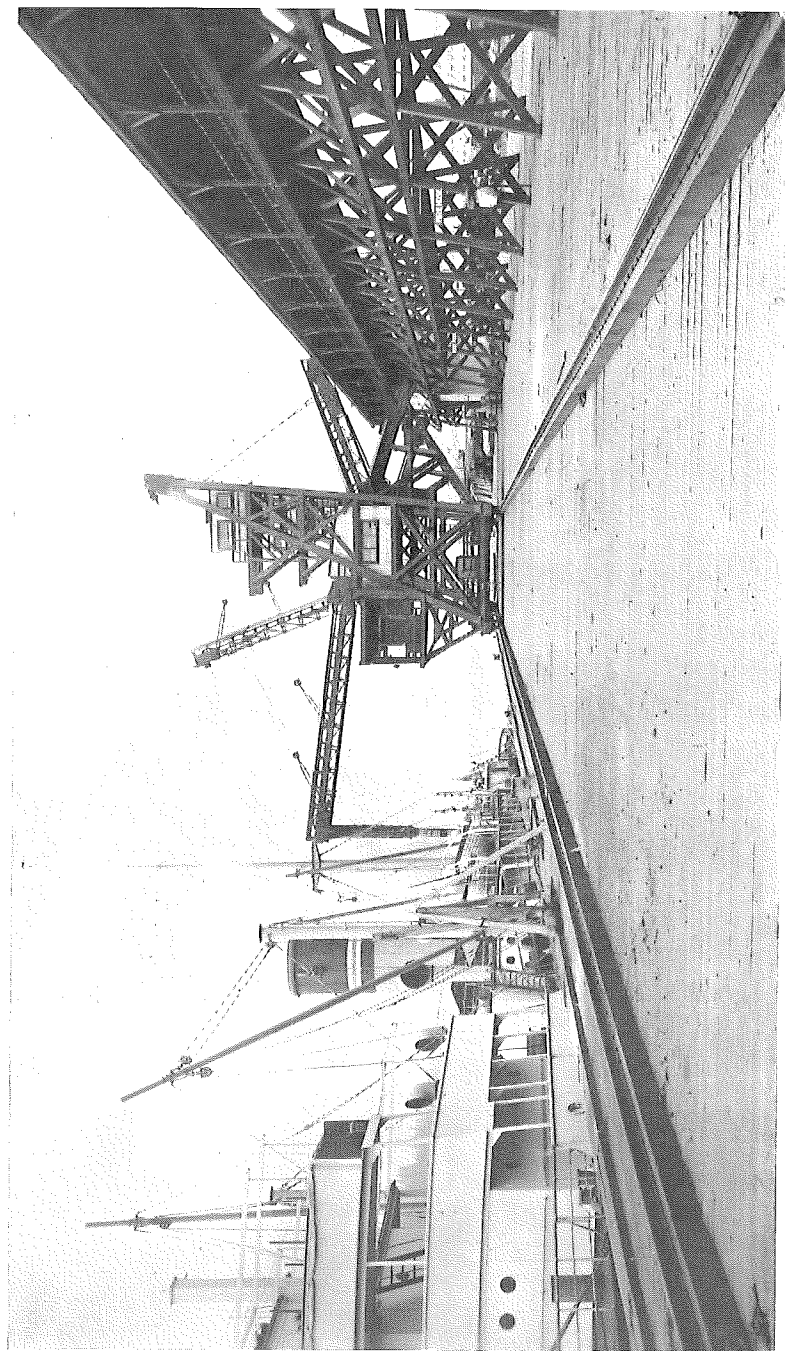
PIER NO. 5 WITH BULK STORAGE PLANT, MUNICIPAL TERMINAL NO. 4. THE VIEW IS TOWARD THE HARBOR WITH SLIP NO. 3 TO THE RIGHT, SULPHUR CARGO BEING DISCHARGED ON THE PIER BY LOCOMOTIVE CRANE WITH CLAM SHELL BUCKET

IMPORTS

Foreign:	1924	1925		
Cement, tons	4,244	25,135	492%	Increase
Coal and coke, tons.....	3,260	4,234	30%	Increase
Cocoanut oil, tons.....	10,436	12,410	19%	Increase
Copra, tons	25,500	17,234	32%	Decrease
Hemp, tons	17,781	10,305	42%	Decrease
Iron and steel, tons.....	6,939	9,287	34%	Increase
Peanuts, tons	1,525	3,540	132%	Increase
Domestic:	1924	1925		
Canned goods, tons.....	14,722	17,833	21%	Increase
Cement, tons	28,572	43,901	59%	Increase
Chemicals, tons	9,662	12,472	29%	Increase
Fuel oil, tons	1,104,680	1,267,827	15%	Increase
Gasoline and refined oils, tons	439,242	374,966	15%	Decrease
Iron and steel, tons.....	64,608	60,798	6%	Decrease
Paper, tons	3,940	10,358	162%	Increase
Plumbing supplies, tons.....	34,425	32,529	6%	Decrease
Salt, tons	17,222	16,334	5%	Decrease
Sugar, tons	48,600	46,117	5%	Decrease
Sulphur, tons	15,889	17,140	8%	Increase
Tinplate, tons	14,607	17,984	23%	Increase

EXPORTS

Foreign:	1924	1925		
Apples, tons	24,087	24,668	2%	Increase
Barley, bushels	427,421	253,251	40%	Decrease
Canned goods, tons.....	7,654	11,989	56%	Increase
Doors, tons	3,294	7,179	117%	Increase
Flour, barrels	1,324,876	638,461	52%	Decrease
Lumber, M. F. B. M.....	333,000	270,444	19%	Decrease
Paper, tons	1,354	6,856	406%	Increase
Prunes, tons	9,907	3,039	69%	Decrease
Wheat, bushels	20,426,482	7,252,402	64%	Decrease
Domestic:	1924	1925		
Canned goods, tons.....	25,844	29,091	12%	Increase
Cereals, tons	2,860	10,387	263%	Increase
Copper and brass, tons.....	16,517	16,032	3%	Decrease
Doors, tons	4,361	5,990	37%	Increase
Flour, barrels	918,470	1,071,223	17%	Increase
Lumber, M. F. B. M.....	244,595	346,073	41%	Increase
Millfeed, tons	30,352	31,974	5%	Increase
Oats, bushels	245,653	379,538	55%	Increase
Paper, tons	66,193	78,176	18%	Increase
Pig lead, tons.....	7,887	4,763	40%	Decrease
Potatoes, tons	10,460	7,486	28%	Decrease
Prunes, tons	15,862	11,472	28%	Decrease
Shooks and staves, tons.....	6,312	7,822	24%	Increase
Wheat, bushels	2,520,729	2,644,901	5%	Increase



LOADING ZINC CONCENTRATES AT BULK HANDLING PLANT, PIER NO. 5, MUNICIPAL TERMINAL NO. 4

TOTAL IMPORTS AND EXPORTS OF THE PORT

	1924	1925	
Foreign imports, tons.....	107,612	122,126	13.5% Increase
Domestic imports, tons.....	1,969,717	2,119,179	7.5% Increase
Foreign exports, tons.....	1,366,566	822,871	39.8% Decrease
Domestic exports, tons.....	852,373	1,046,721	22.8% Increase

During the year the Commission has, in co-operation with the Portland Traffic and Transportation Association, Chamber of Commerce, and others, actively represented the community's interests in several rate cases directly affecting the commerce of the port, as follows:

The Montana Export Rate Case: This case involved the right of the railroad to name a tariff for export lower than the local rate. This Commission intervened to sustain the rate. The rate was sustained.

Walla Walla Grain Case: This case was a direct attack upon the Portland differential, adjudged in the Columbia Basin Rate Case. The Commission, through its counsel, intervened. Teal, Winfree, Johnson and McCulloch were the leading attorneys for the Portland interests. The Portland differential was re-affirmed on appeal by the Interstate Commerce Commission.

Utah and Idaho Grain Cases: These cases attacked the then existing grain rates. The examiner reported in favor of the rates, upholding the Portland contention. As yet no word has been received from the Interstate Commerce Commission regarding final decision.

Wool Rate Case: The Commission intervened under the advice of Mr. Teal, attorney for the Portland Traffic and Transportation Association. This case has been decided by the Interstate Commerce Commission, and in effect the decision of that body restricted rail rates based on the Fourth Section of the Commerce Act. This decision has not been agreeable to the Portland interests or to the woolgrowers. It is too early to tell the exact effects resulting from the decision.

Early in the year the Commission, in co-operation with the Portland Chamber of Commerce and The Port of Portland Commission, was instrumental in having a provision included in the Rivers and Harbors Act of March 3, 1925, authorizing the examination and survey by the United States Engineers, of the Columbia River ship channel from Portland to the sea, with the view of the adoption of a new project calling for a channel depth of 35 feet at low water for a width of not less than 500 feet, the present and completed project being for a 30-foot low water depth for a width of 300 feet of channel. The necessary information supporting the Port's demand for these improved ship channel conditions has been forwarded to the Board of United States Engineers for Rivers and Harbors, Washington, D. C., and it



HARBOR VIEW, MUNICIPAL TERMINAL NO. 1

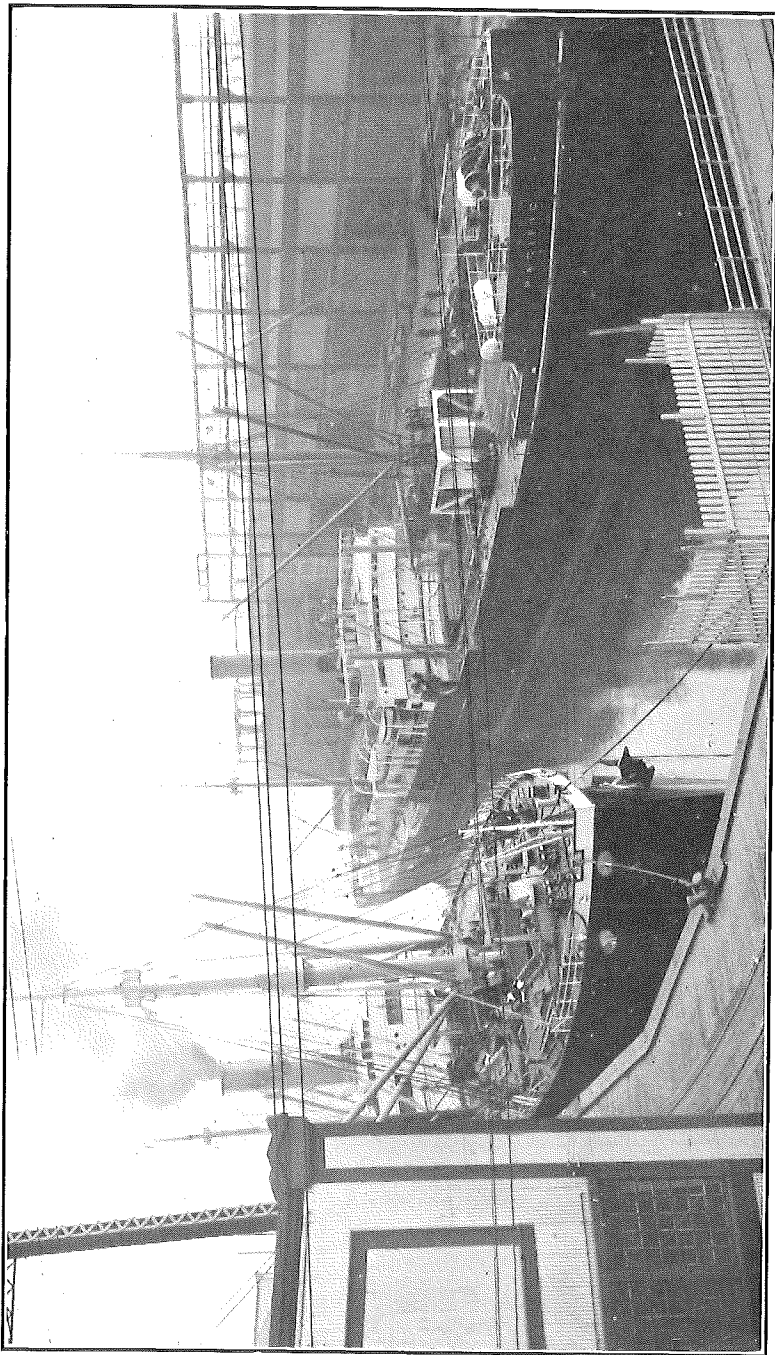
is hoped that favorable action thereon will be submitted to Congress in time to be acted upon during the present session.

Taking advantage of the favorable opportunity of acquiring additional land adjoining Terminal No. 4, which the Commission has had under consideration for several years, at a very reasonable price, the Commission purchased from the Gatton Estate 50 acres of waterfront and upland at the rate of \$1000.00 per acre, and has taken steps to acquire an 11-acre tract lying between Terminal No. 4 and the recently purchased 50 acres, by condemnation, as necessary in the proper development of the Terminal No. 4 site.

HARBOR AND PORT

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 water frontage of 29 miles, 6.87 miles of berthing space has been developed for the accommodation of shipping and industries, of which 1.80 miles is under municipal control; 3.22 miles for private general cargo, grain, lumber and fuel docks, etc., used for ocean commerce; and 1.85 miles for coastwise and river steamers, ship repair plants and industries. A least channel depth of 30 feet at low water exists throughout the harbor and this depth is to be found at nearly all of the terminal docks and piers used for ocean-going commerce. A project for a 35-foot low water depth in the Willamette River has been adopted, and this depth is gradually being established throughout the harbor and along the principal shipping terminals. This work is being done by The Port of Portland Commission.

Channel Conditions: The June, 1924, survey of the entrance to the Columbia River by the United States Engineers showed a channel depth of 45 feet at low water for a width of about 1200 feet, and a 40-foot low water depth for a width of about 7000 feet. During the year there was a further improvement in the channel depth, due to the scouring effect produced by the jetty construction, completed in 1917. The survey of June, 1925, showed this increase to be 46 feet at low water for a width of about 2000 feet, and 40 feet for a width of about 7000 feet, and there is every indication that in a very few years the low water depth at the Columbia's entrance will be 50 feet, a depth much greater than that of the Panama Canal. The mean rise of tide is 7.5 feet at the entrance, which is well supplied with aids to navigation, consisting of lightship, gas, bell and other buoys, and permanently lighted ranges,



SLIP NO. 1 AT MUNICIPAL TERMINAL NO. 1. PIER "A" IS AT RIGHT, PIER "B" AT LEFT

permitting safe and uninterrupted navigation by vessels of the deepest draft at all times.

The Federal project for the improvement of the ship channel in the Columbia River from the mouth of the Willamette to the Pacific Ocean was adopted more than ten years ago, and provided for a low water depth of 30 feet for a width of not less than 300 feet in straight courses, and 500 to 600 feet in bends, and has been fully completed for several years. Channel dredging, which has been carried on since the project completion, was for the purpose of maintaining the project depth, and the gradual widening of the dredged channel, particularly in bends. The Columbia River ship channel is yearly becoming more stabilized by the construction of permanent contraction dikes located at points where annual dredging was required in previous years, with resultant greatly decreased dredging operations to maintain the project channel depth.

The mean tidal range of the mouth of the Columbia River is 7.5 feet, and at low water stages in the Columbia and Willamette rivers there is a tidal effect of about two feet at Portland. Chart of the 1924 U. S. Engineers' survey of Columbia River entrance is included in this report.

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

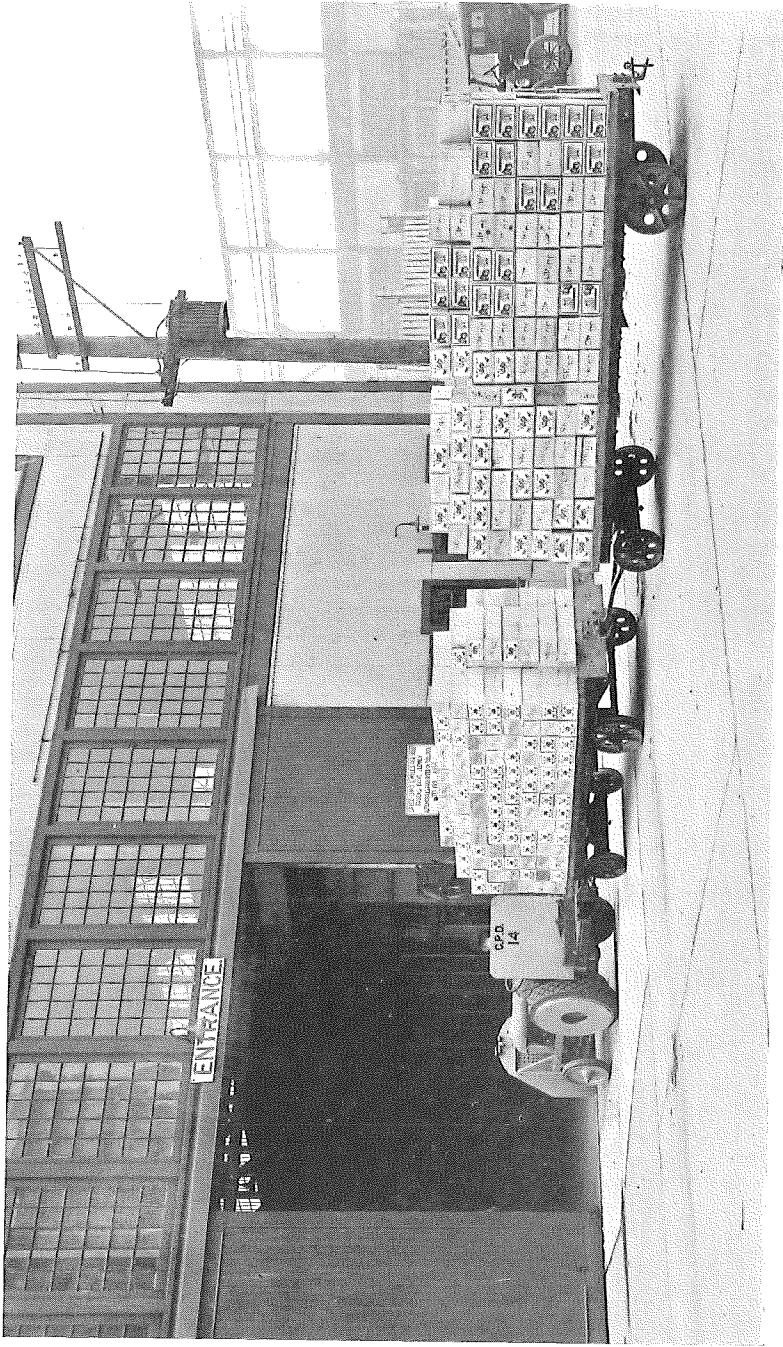
Pursuant to Subdivision "K" of Section 163 of the City Charter, and to the statutes of the State of Oregon, and more particularly Section 8 of Chapter 208 of the General Laws of Oregon for 1921, The Commission of Public Docks notified the County Clerk and the County Assessor that the tax levy of the department for the fiscal year ending November 30, 1925, had been fixed at \$692,246.04.

Pursuant to Section 163 of the Charter of the City of Portland as revised by the Council August 1, 1914, there is submitted herewith an itemized statement of the receipts and disbursements 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.



HANDLING 700 BOXES PRUNES ON TWO TRUCKS AT PIER "B", MUNICIPAL TERMINAL NO. 1

REVENUE AND EXPENSE—THE COMMISSION OF PUBLIC DOCKS OF THE CITY OF PORTLAND, OREGON, FISCAL YEAR ENDED NOVEMBER 30, 1925

OPERATING ACCOUNTS

REVENUE		EXPENSE	
Tax Receipts:		Administration:	
Delinquent	\$ 58,326.11	Personal Service	\$ 52,090.14
1925 Tax Roll	647,628.06	Office Supplies	4,681.70
		Subscriptions	665.41
		Travel Expense	1,629.01
Used for Debt Purposes.....	\$705,954.17	Supplies for Boat Landing.....	436.78
	670,087.50	Engineering Supplies	223.86
Interest on Daily Bank Balances.....	\$ 4,305.57	Sundry, Legal and Special Service.....	5,557.68
Interest on Emergency Fund Securities	4,600.00	Sundry Expense	2,754.86
Interest on Special Funds.....	5,446.43	Insurance	680.74
		Maintenance	2,425.62
		Equipment Depreciation	1,024.67
			\$ 72,150.47
Operating Revenue:			
Terminal No. 1:		Terminal Operation:	
Services furnished others.....	\$ 42,741.52	Terminal No. 1:	
Wharfage	107,483.94	Services furnished others.....	\$ 25,491.67
Storage	10,768.78	Personal Service	25,154.25
Rental of Equipment.....	4,649.31	Office Supplies	389.17
Rental of Space.....	1,942.32	Dock Supplies	1,182.43
Electric Current	54.87	Fire Protection, A. D. T. System	529.00
Water	682.17	Telephone, Electric Current,	
		Water, Heat	3,218.39
		Sundry Expense	1,271.58
		Insurance	2,170.26
		Maintenance	15,677.66
		Equipment Depreciation	1,258.42
			76,422.83
Terminal No. 2:		Terminal No. 2:	
Services furnished others.....	\$ 9,511.32	Services furnished others.....	\$ 7,354.39
Wharfage	11,678.26	Personal Service	5,737.82
Storage	8,416.78	Office Supplies	86.52
Rental of Equipment.....	60.24	Dock Supplies	44.75
Rental of Space.....	606.25	Fire Protection, A. D. T. System	174.00
Water	1.47	Telephone, Electric Current,	
		Water, Heat	495.60
		Sundry Expense	36.24
		Insurance	1,078.55
		Maintenance	1,745.83
		Equipment Depreciation	254.95
			17,008.78

**BALANCE SHEET—THE COMMISSION OF PUBLIC DOCKS OF THE CITY OF PORTLAND, OREGON,
FISCAL YEAR ENDED NOVEMBER 30, 1925—Continued**

OPERATING ACCOUNTS

ASSETS		LIABILITIES	
Cash:		Accounts Payable	\$ 23,752.81
General Fund	\$134,560.43	Uncalled-for Checks	581.18
Revolving Fund	20,000.00	Prepaid Taxes	3,797.66
Maintenance Fund (Special "A")	2,374.33	Reserve:	
Insurance Fund (Special "E")	6,039.43	Emergency	132,500.00
Uncalled-for Checks (Special "F")	581.18	Maintenance	156,487.45
Securities:		Insurance	33,417.05
Emergency Fund	105,000.00	Unpaid Taxes	121,308.79
Maintenance Fund (Special "A")	113,000.00	Bad Accounts	2,000.00
Insurance Fund (Special "E")	21,000.00	Surplus	121,902.73
Accounts Receivable	41,996.03		
Taxes Receivable	131,308.79		
Prepaid Insurance	29,087.48		
	<u>\$595,547.67</u>		<u>\$595,547.67</u>

SINKING FUND ACCOUNTS

ASSETS		LIABILITIES	
Cash	\$ 76,787.07	Accounts Payable	\$ 60,283.68
Securities	802,350.00	Reserve	770,046.00
	<u>\$879,137.07</u>	Sinking Fund Surplus	48,807.39
			<u>\$879,137.07</u>

DEFERRED ACCOUNTS

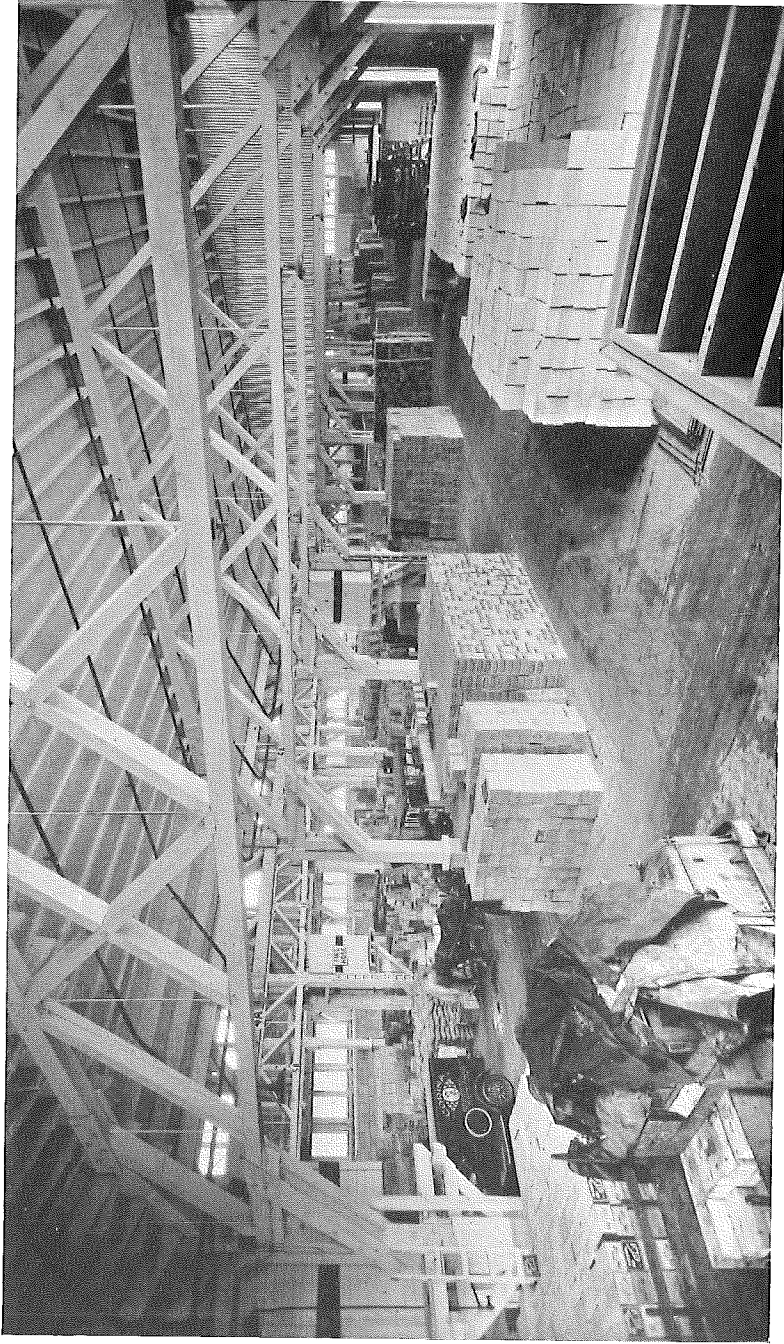
CHARGES		CREDITS	
Bond Discount	\$439,762.50	Bond Premiums	\$ 23,823.40
		Balance	415,939.10
			<u>\$439,762.50</u>

SUMMARY OF BALANCES

Capital Account Surplus	\$279,692.55
Operating Account Surplus	121,902.73
Deferred Charges	415,939.10
	<u>\$817,534.38</u>

BALANCE SHEET—THE COMMISSION OF PUBLIC DOCKS OF THE CITY OF PORTLAND, OREGON,
FISCAL YEAR ENDED NOVEMBER 30, 1925

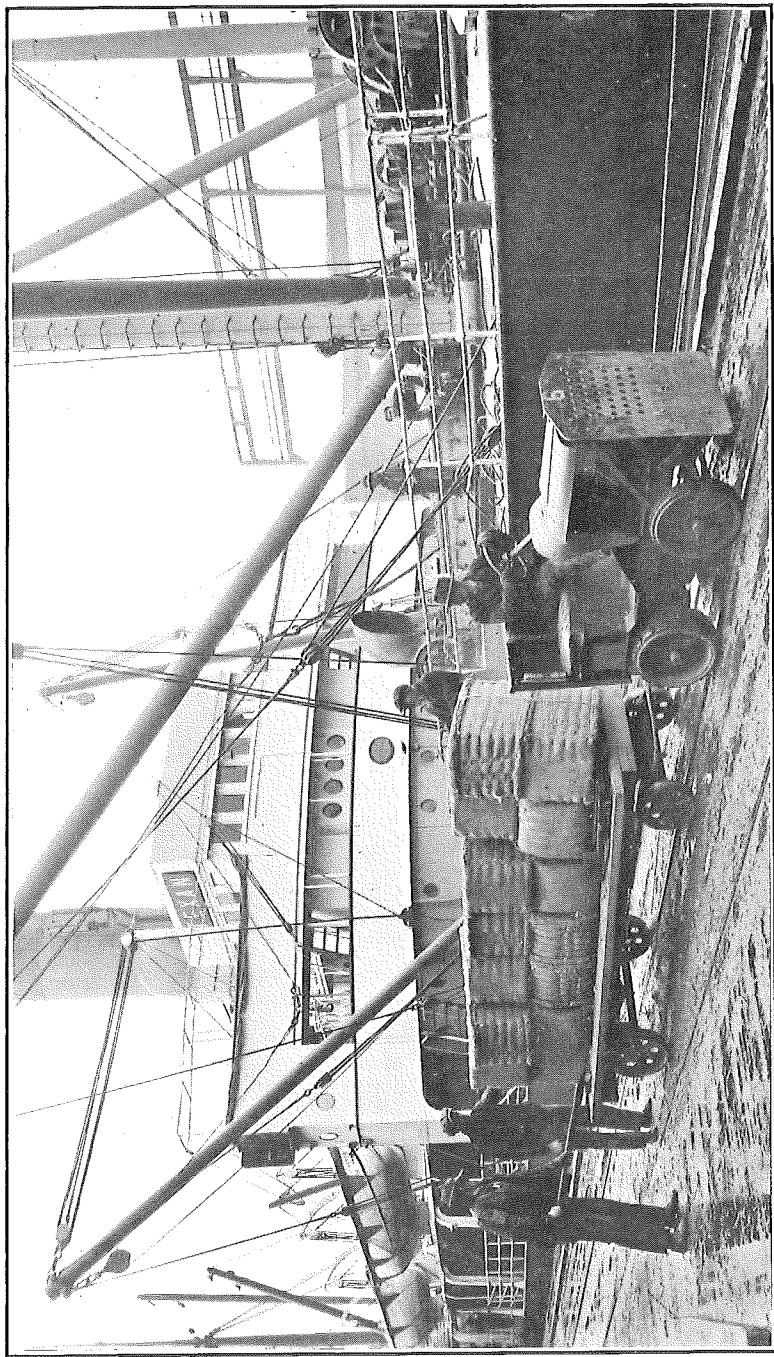
CAPITAL ACCOUNTS			
ASSETS		LIABILITIES	
Cash	\$ 12,967.45	Bonds Authorized	\$10,560,000.00
		Less Bonds Unsold	99,800.00
			<u>\$10,460,200.00</u>
Real Estate:		Less Bonds Redeemed	1,040,200.00
Terminal No. 1	\$1,310,945.31	Bonded Debt	\$9,420,000.00
Terminal No. 2	355,562.47	Accounts Payable	135.07
Terminal No. 3	41,118.40		
Terminal No. 4	204,425.71		
Public Levee	655.00		
Ferry Landing	10.00		
		Construction Bond Surplus	\$9,420,135.07
	1,912,716.89	Surplus	19,815.10
			<u>279,692.55</u>
			<u>\$9,719,642.72</u>
Plant:			
Terminal No. 1	\$1,077,716.08		
Terminal No. 2	293,102.34		
Terminal No. 3	98,423.14		
Terminal No. 4	5,720,016.14		
Street Railway	63,537.96		
Stark Street M. B. L.	46,241.82		
Woodward Avenue M. B. L.	4,740.27		
	7,563,777.76		
Equipment:			
Terminal No. 1	\$ 31,815.38		
Terminal No. 2	2,838.70		
Terminal No. 3	688.50		
Terminal No. 4	81,187.93		
General	9,164.65		
Harbor Patrol	11,484.96		
	137,180.12		
Securities	393,000.00		
	<u>\$9,719,642.72</u>		



INTERIOR PIER "B", MUNICIPAL TERMINAL NO. 1

REVENUE AND EXPENSE—THE COMMISSION OF PUBLIC DOCKS OF THE CITY OF PORTLAND,
OREGON, FISCAL YEAR ENDED NOVEMBER 30, 1925—Continued

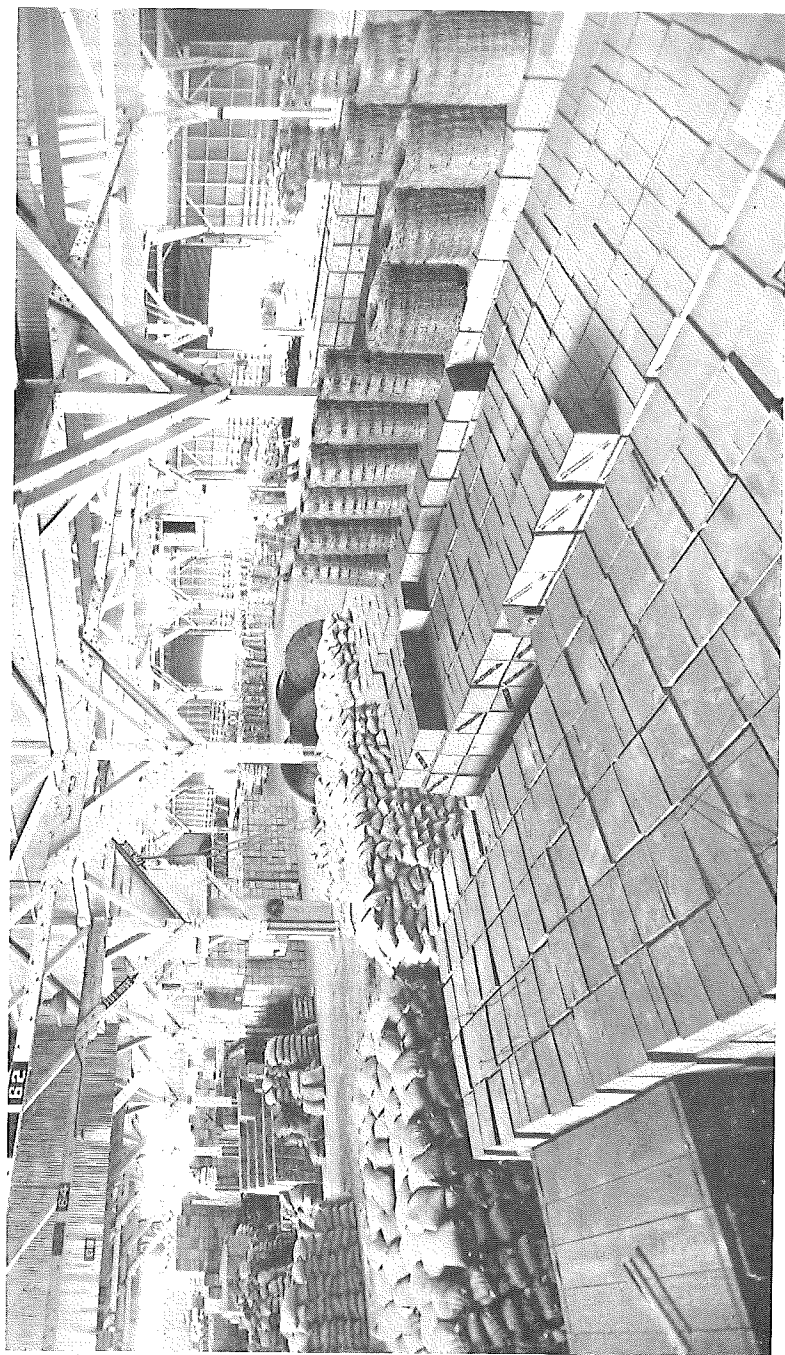
REVENUE		EXPENSE	
Terminal No. 3:		Terminal No. 3:	
Services furnished others.....	\$ 607.62	Services furnished others.....	\$ 432.16
Wharfage	891.61	Personal Service	1,344.85
Storage	1,257.20	Office Supplies	11.97
Rental of Equipment.....	.72	Fire Protection, A. D. T. System..	146.26
		Telephone, Electric Current, Water, Heat	146.62
		Sundry Expense	16.80
		Insurance	820.05
		Maintenance	226.25
		Equipment Depreciation	79.77
			\$ 3,224.73
Terminal No. 4:		Terminal No. 4:	
Services furnished others.....	\$117,051.09	Services furnished others.....	\$ 76,967.37
Wharfage	126,314.50	Personal Services	61,023.54
Dockage	181.54	Office Supplies	924.46
Storage	65,645.41	Dock Supplies	9,351.61
Rental of Equipment.....	5,604.97	Fire Protection, A. D. T. System..	1,816.39
Rental of Space.....	3,443.51	Telephone, Electric Current, Water, Heat	16,676.49
Public Scales	2,666.43	Leases	10.00
Electric Current	164.68	Emergency Expense	1,956.80
Water	849.18	Sundry Expense	1,224.27
Miscellaneous	45.80	Insurance	19,357.66
		Maintenance	47,166.31
		Equipment Depreciation	8,872.85
			245,347.75
Miscellaneous:		Harbor Patrol Boat:	
Public Levee Rental.....	\$ 3,850.00	Sundry Expense	\$ 75.73
Sundry	124.98	Insurance	335.98
			411.71
		Street Railway:	
		Operating Cost, less Revenue.....	\$ 7,255.97
		Sundry Maintenance	104.59
			7,360.56
		Proportion of Port of Portland Year Book	
		Reserve for Maintenance.....	\$ 14,486.82
		Reserve for Insurance.....	6,569.38
		Reserve for Bad Debts.....	316.04



LOADING WOOL AT PIER B, TERMINAL NO. 1. 4 AND 6 TON CAPACITY TRAILERS WITH TRACTORS ARE PROVIDED FOR THE ECONOMICAL HANDLING OF CARGO FROM WAREHOUSE TO VESSEL'S SLINGS

REVENUE AND EXPENSE—THE COMMISSION OF PUBLIC DOCKS OF THE CITY OF PORTLAND,
OREGON, FISCAL YEAR ENDED NOVEMBER 30, 1925—Continued

CAPITAL ACCOUNTS		EXPENSE	
REVENUE		Interest on Bonded Debt.	
Interest Earnings	\$ 19,815.10		\$ 450,212.50
		DEBT ACCOUNT	
Tax Receipts for Debt Purposes.....	\$ 670,087.50	Sinking Fund Installment.....	\$ 56,300.00
Interest Earnings	31,149.76	Bonds Redeemed	270,000.00
Total Revenue, all sources.....	\$1,298,572.50	Balance	75,760.93
			<u>\$1,298,572.50</u>



INTERIOR PIER "A", MUNICIPAL TERMINAL NO. 1

CONSTRUCTION FUND**Receipts**

Sale of Construction Fund Securities.....	\$ 30,000.00	
Interest on Construction Fund Securities.....	19,212.26	
Interest on Bank Cash.....	602.84	
Refund on Empty Sacks.....	14.00	
Adjustment of Distribution.....	8.00	
	<u>\$ 49,837.10</u>	
Balance December 1, 1924.....	43,041.66	
	<u>\$ 92,878.76</u>	

Disbursements**Real Estate, Terminal No. 4:**

Purchase from Gatton & McClure	\$ 49,670.00	
Surveying above tract.....	111.40	
	<u>\$ 49,781.40</u>	

Plant, Terminal No. 1:

Pier "C" Plans and Engineering	\$ 1,883.64	
Viaduct End of Slip No. 2....	7,624.87	
New Railroad Tracks.....	2,371.70	
General Plant Betterments....	257.73	
	<u>12,137.94</u>	

Plant, Terminal No. 2:

New Roadway and Sundry Betterments	332.46	
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Plant, Terminal No. 3:

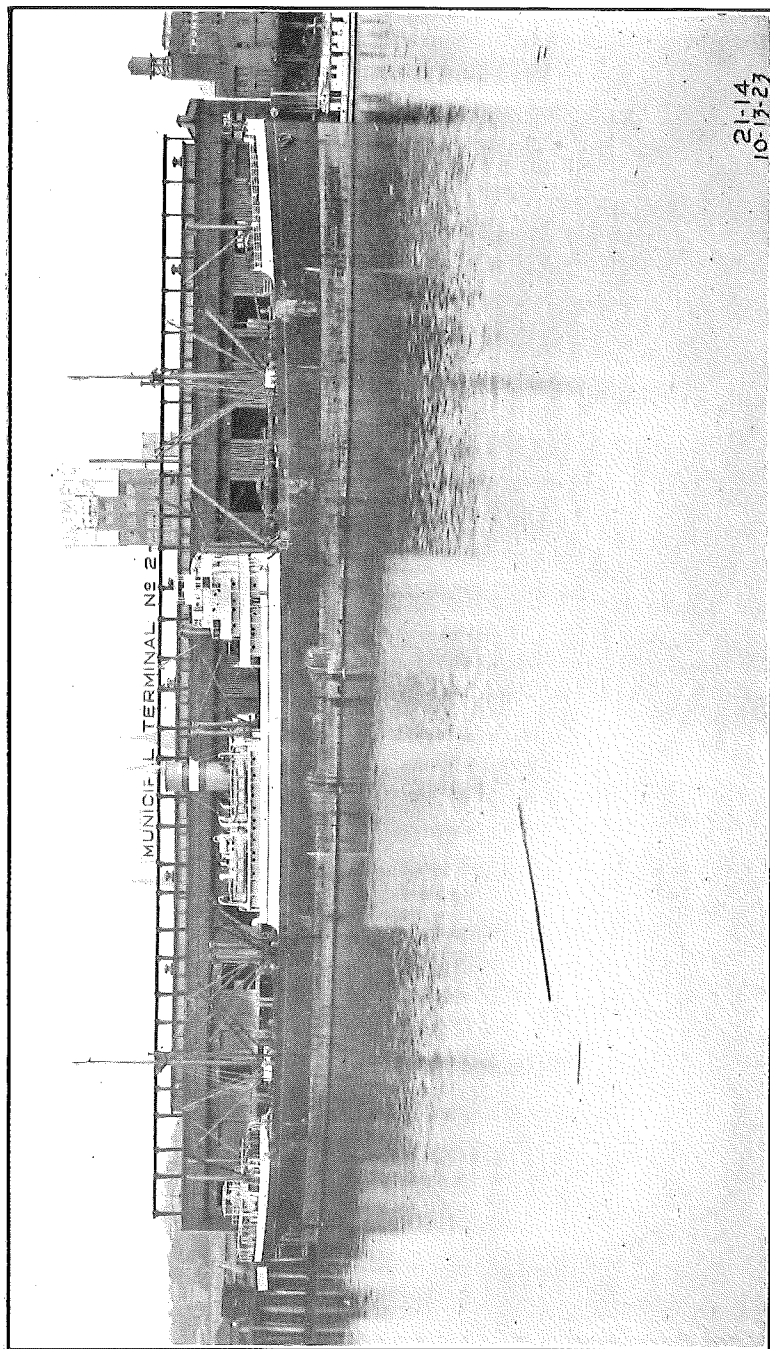
New Gravel Bins.....	87.77	
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Plant, Terminal No. 4:

Roadways, Parking Spaces, Signs and McL.....	\$ 2,991.20	
Bulkheads, Pier 5.....	601.55	
Blower System, Bulk Handling Plant	410.77	
Grain Elevator Betterments...	240.81	
Oil Storage Betterments.....	218.55	
Cold and Ventilated Storage Betterments	136.35	
Sundry Plant Betterments....	108.36	
	<u>4,707.59</u>	

Plant, Stark Street Office:

Sundry Betterments	50.95	
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HARBOR VIEW, MUNICIPAL TERMINAL NO. 2. M. S. "DRECHTDYK" DISCHARGING CARGO

Equipment:

Terminal No. 1.....	\$ 270.64	
Terminal No. 4.....	494.78	
General	261.54	
Harbor Patrol Boat.....	11,475.96	
	<u>12,502.92</u>	
Insurance	257.07	
Adj. a/c Insurance paid from General Fund...	52.71	
	<u>79,910.81</u>	
Total Disbursements	\$ 79,910.81	
Balance on hand November 30, 1925.....	12,967.95	
	<u>\$ 92,878.76</u>	

CONSTRUCTION FUND SECURITIES**Receipts**

From sale of Dry Dock and on Hand December 1, 1924, 423 Port of Portland Improvement and Equipment Bonds, Series "D", dated January 1, 1923—Nos. 528-950, incl..	\$423,000.00	
Interest	19,212.26	
	<u>\$ 442,212.26</u>	

Disbursements

Used for Sinking Fund Investment.....	\$ 30,000.00	
Interest earned transferred to Construction Fund	19,212.26	
	<u>\$ 49,212.26</u>	
Bonds on hand November 30, 1925.....	393,000.00	
	<u>\$ 442,212.26</u>	



INTERIOR OF UPPER LEVEL DOCK, TERMINAL NO. 2, SHOWING IMPORT HEMP CARGOES

GENERAL FUND

Receipts

Revenue from Operation:

Terminal No. 1.....	\$176,359.90	
Terminal No. 2.....	29,995.97	
Terminal No. 3.....	3,065.72	
Terminal No. 4.....	332,794.99	
Public Levee	3,529.17	
Miscellaneous	176.96	
		\$ 545,922.71

Interest Earnings:

On Emergency Fund Securities.....	\$ 4,600.00	
On Daily Balances	4,305.57	
		\$ 8,905.57

Taxes:

Current	\$642,421.19	
Delinquent	58,326.11	
Future	3,797.66	
		704,544.96

Sundries:

Accounts Recollectible paid in.....	\$ 430.43	
Returned Premiums on Insurance.....	803.48	
Bad Account Collections.....	18.65	
Refunds and Overpayments.....	14.45	
Refunds—Phone Calls, Sale of Prints and Miscellany	76.87	
		1,343.88

Balance December 1, 1924.....		67,446.30
		<u>\$1,328,163.42</u>

Disbursements

Administration:

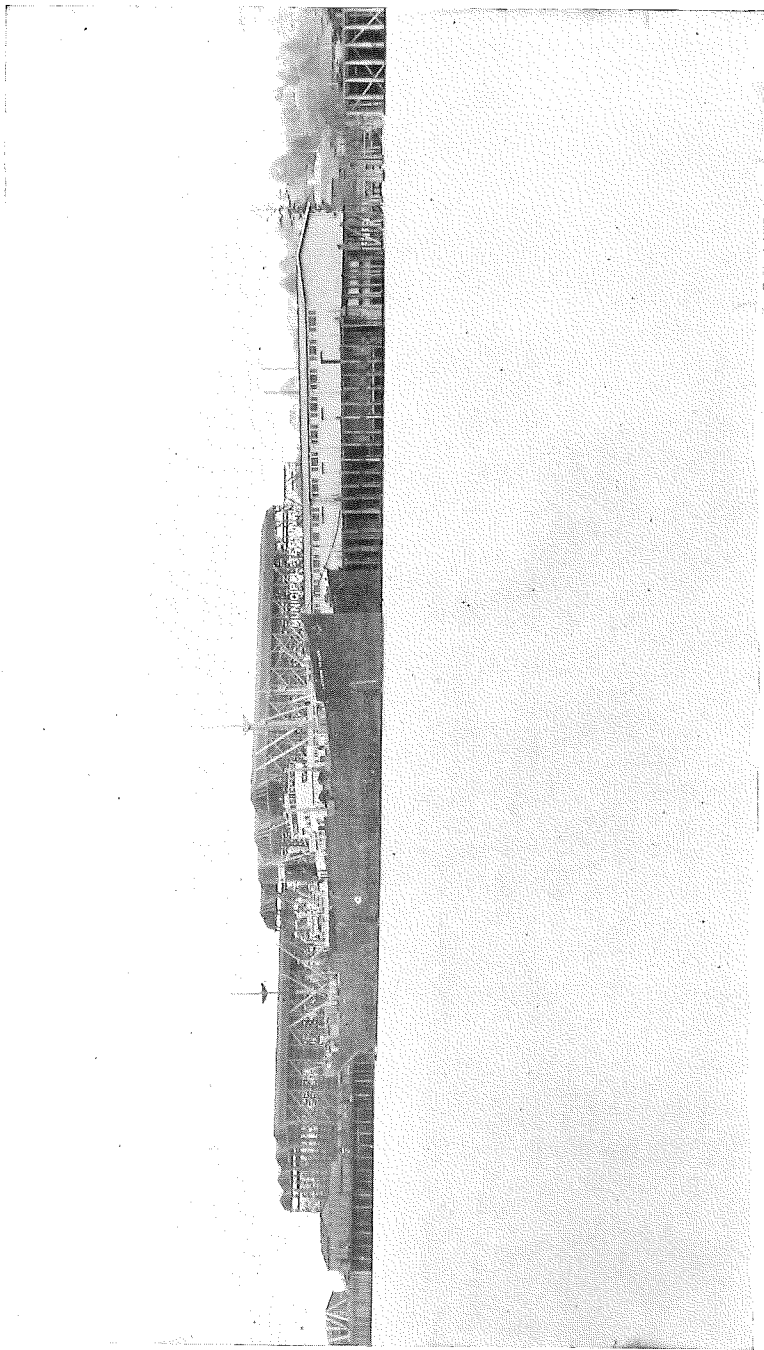
Personal Service.....	\$ 52,183.68	
Supplies and Expense.....	18,766.60	
		\$ 70,950.28

Operation Terminal No. 1:

Operations for Others.....	\$ 25,734.32	
Personal Service	25,187.63	
Supplies and Expense.....	6,805.19	
		57,727.14

Operation Terminal No. 2:

Operations for Others.....	\$ 7,326.19	
Personal Service	5,737.82	
Supplies and Expense.....	862.59	
		13,926.60



HARBOR VIEW, MUNICIPAL TERMINAL NO. 3

Operation Terminal No. 3:

Operations for Others.....	\$ 455.96	
Personal Service	1,461.05	
Supplies and Expense.....	321.65	
		<u>2,238.66</u>

Operation Terminal No. 4:

Operation for Others.....	\$ 76,363.18	
Personal Service	61,671.87	
Supplies and Expense.....	32,994.10	
		<u>171,029.15</u>

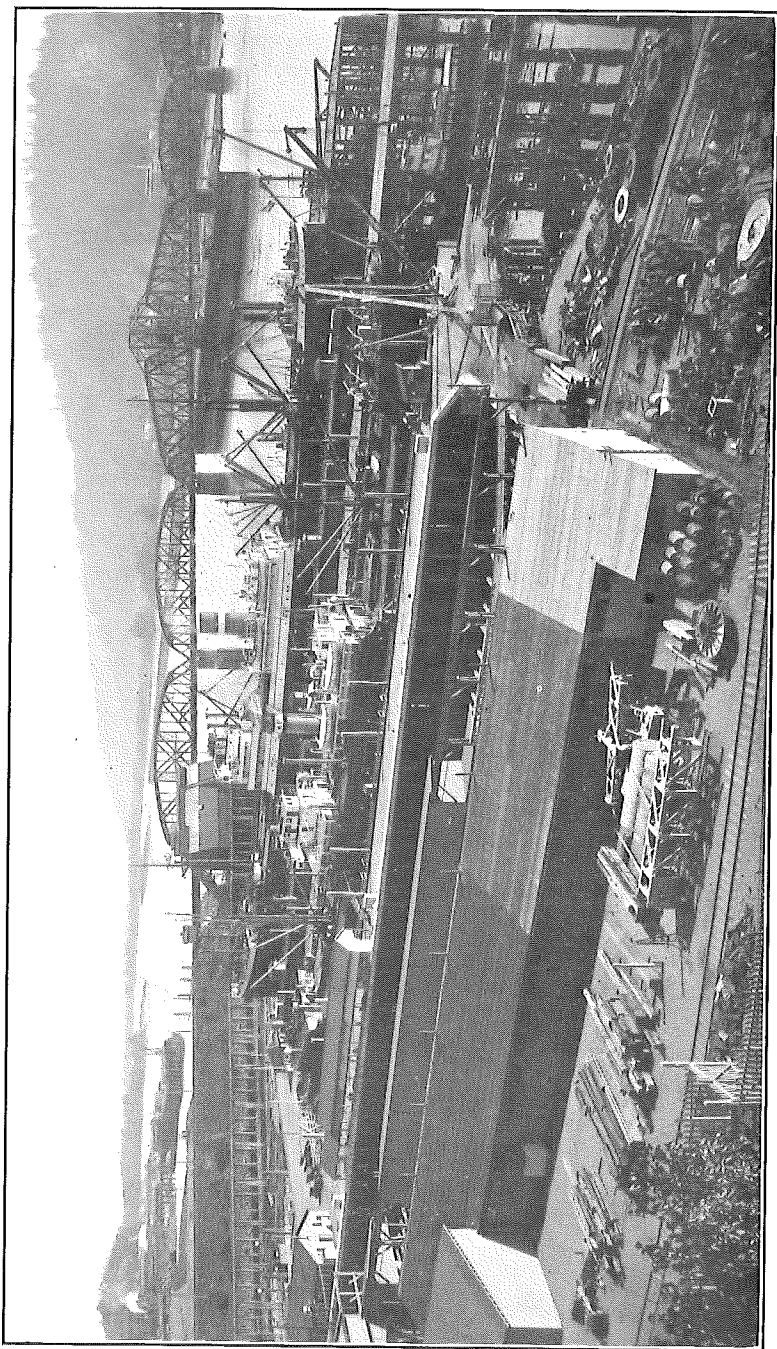
Operation Street Railway.....	7,226.64
Maintenance	67,510.34
Insurance	24,400.03

Bonded Debt:

Interest	\$450,212.50	
Serial Redemption	270,000.00	
Sinking Fund Installments.....	56,300.00	
		<u>776,512.50</u>

Refunds and Overpayments.....	1,703.16
Accounts Recollectible	378.49
Balance November 30, 1925.....	134,560.43

\$1,328,163.42



A COMPLETE DRY DOCK PLANT WITH TWO DRY DOCKS WITH LIFTING CAPACITIES OF 13,000 TONS AND 9,000 TONS IS PROVIDED BY THE PORT OF PORTLAND FOR THE CONVENIENCE OF SHIPPING

SINKING FUND "A"

(For Redemption of \$50,000.00 Dock Bonds November 1, 1941)

Receipts

1925 Installment from General Fund.....	\$ 1,000.00	
Interest Accretion:		
Earnings on Bank Cash.....	22.13	
Earnings on Securities.....	806.75	
Bonds Matured	4,000.00	
		\$ 5,828.88
Balance December 1, 1924.....		654.55
		<u>\$ 6,483.43</u>

Disbursements

Securities Purchased.....	\$ 4,000.00	
Accrued Interest (deducted).....	11.43	
		\$ 3,988.57
Balance November 30, 1925.....		2,494.86
		<u>\$ 6,483.43</u>

SINKING FUND "B"

(For Redemption of \$1,250,000 Dock Bonds May 1, 1943)

Receipts

1925 Installment from General Fund.....	\$ 26,000.00	
Interest Accretion:		
Earnings on Bank Cash.....	229.78	
Earnings on Securities.....	16,014.47	
Bonds Matured	77,000.00	
		\$ 119,244.25
Balance December 1, 1924.....		19,161.57
		<u>\$ 138,405.82</u>

Disbursements

Securities Purchased	\$103,000.00	
Accrued Interest	2,183.30	
		\$ 105,183.30
Balance November 30, 1925.....		33,222.52
		<u>\$ 138,405.82</u>

SINKING FUND "C"

(For Redemption of \$900,000.00 Dock Bonds December 1, 1943)

Receipts

1925 Installment from General Fund.....\$ 19,000.00

Interest Accretion:

Earnings on Bank Cash..... 97.03

Earnings on Securities..... 12,269.58

Bonds Matured 19,000.00

50,366.61

Balance December 1, 1924.....

12,100.39

\$ 62,467.00**Disbursements**

Securities Purchased\$ 35,000.00

Accrued Interest 1,190.78

36,190.78

Balance November 30, 1925.....

26,276.22

\$ 62,467.00**SINKING FUND "E"**

(For Redemption of \$100,000.00 Dock Bonds October 1, 1939)

Receipts

1925 Installment from General Fund.....\$ 2,750 00

Interest Accretion:

Earnings on Bank Cash..... 34.77

Earnings on Securities..... 1,474.59

Bonds Matured 10,000.00

\$ 14,259.36

Balance December 1, 1924.....

598.90

\$ 14,858.26**Disbursements**

Securities Purchased\$ 10,000.00

Interest, Premium and Discount..... 85.41

\$ 10,085.41

Balance November 30, 1925.....

4,772.85

\$ 14,858.26

ST. JULIEN

STREET

OPEN STORAGE
AND
FURNITURE WAREHOUSE

PIERA

PIER B

PROPOSED
PIER C

SLIP NO. 190

2025

PLANT OF EASTERN AND
WESTERN LUMBER CO.

ONE LEVEL SECTION OF DOCK
JAY DOCK

PORTLAND MUNICIPAL TERMINAL N° 1

THE COMMISSION OF PUBLIC DOCKS
PORTLAND ORE.
1925

SINKING FUND "F"

(For Redemption of \$100,000.00 Dock Bonds May 1, 1945)

Receipts

1925 Installment from General Fund.....\$ 2,100 00

Interest Accretion:

Earnings on Bank Cash..... 63.98

Earnings on Securities..... 939.67

Bonds Matured 13,000.00

\$ 16,103.65

Balance December 1, 1924..... 938.81

\$ 17,042.46**Disbursements**

Securities Purchased\$ 14,000.00

Interest, Premium and Discount..... 297.41

\$ 14,297.41

Balance November 30, 1925..... 2,745.05

\$ 17,042.46**SINKING FUND NO. 1**

(For Redemption of \$60,000.00 St. Johns Bonds April 21, 1928)

Receipts

1925 Installment from General Fund.....\$ 5,450.00

Interest Accretion:

Earnings on Bank Cash..... 76.50

Earnings on Securities..... 2,331.75

Bonds Matured 30,000.00

\$ 37,858.25

Balance December 1, 1924..... 98.36

\$ 37,956.61**Disbursements**

Securities Purchased\$ 30,000.00

Accrued Interest 681.04

\$ 30,681.04

Balance November 30, 1925..... 7,275.57

\$ 37,956.61

SPECIAL FUND "A" (Maintenance Fund)**Receipts****Interest Accretion:**

Interest on Bank Cash.....	\$ 127.88	
Earnings on Securities.....	4,757.50	
		\$ 4,885.38
Balance December 1, 1924.....		5,130.08
		<u>\$ 10,015.46</u>

Disbursements

Securities Purchased	\$ 7,000.00	
Accrued Interest	41.13	
		\$ 7,041.13
Balance November 30, 1925.....		2,974.33
		<u>\$ 10,015.46</u>

SPECIAL FUND "E" (Insurance Fund)**Receipts****Interest Accretion:**

Earnings on Bank Cash.....	\$ 59.64	
Earnings on Securities.....	1,155.00	
Bonds Matured	3,000.00	
		\$ 4,214.64
Balance December 1, 1924.....		1,824.79
		<u>\$ 6,039.43</u>

Disbursements

Balance November 30, 1925.....	\$ 6,039.43
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SPECIAL FUND "F" (Uncalled-for Checks)**Receipts**

Checks Deposited	\$ 50.20	
Balance December 1, 1924.....		544.08
		<u>\$ 594.28</u>

Disbursements

Checked Called for.....	\$ 13.10	
Balance November 30, 1925.....		581.18
		<u>\$ 594.28</u>

CONTINGENT FUND**Receipts**

Balance December 1, 1924.....	\$ 20,000.00
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Disbursements

Balance November 30, 1925.....	\$ 20,000.00
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INVESTMENT INVENTORY, NOVEMBER 30, 1925

Sinking Fund "A" Securities:

Par Value

Dock Bonds, Series "E", dated Oct. 1, 1914; 25-year, $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbered 1 to 3, inclusive.....	\$ 3,000.00
City of Portland Improvement Bond dated March 1, 1921; 10-year, optional 3 years; 6 per cent; denomination \$500.00; number 34862	500.00
City of Portland Improvement Bonds, dated October 1, 1921; 6 per cent; denomination \$1,000.00; numbers 36349 and 35972.....	2,000.00
City of Portland Refunding Bonds, dated December 1, 1898; 5 per cent; denomination \$1,000.00; numbers 68 and 69.....	2,000.00
U. S. Treasury Notes, Series "B", 1927; dated May 15, 1923; $4\frac{3}{4}$ per cent; denomination \$5,000.00; number 4912.....	5,000.00
Municipal Grain Elevator Bond, Series One, dated October 1, 1917; $4\frac{1}{2}$ per cent; denomination \$1,000.00; number 901.....	1,000.00
City of Portland Bridge Bond, dated January 1, 1904; 4 per cent; denomination \$1,000.00; number 9	1,000.00
City of Portland Water Bonds, dated January 2, 1911; 4 per cent; denomination \$1,000.00; numbers 346 and 347.....	2,000.00
Multnomah County School District No. 1 Bonds, dated July 15, 1925; 4 per cent; denomination \$1,000.00; numbers 755 and 756..	2,000.00
	<u>\$ 18,500.00</u>

Sinking Fund "B" Securities:

Dock Bonds, Series "E", dated October 1, 1914; 25-year; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 4 to 32, inclusive; 52 to 78, inclusive	56,000.00
U. S. Liberty 2ds Converted, dated May 9, 1918; 25-year; $4\frac{1}{2}$ 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 October 24, 1918; 20-year; $4\frac{1}{4}$ per cent; denomination \$50.00; numbers 00210098-100, inclusive	500.00
U. S. 4th Issue Converted, dated October 24, 1918; 20-year; $4\frac{1}{4}$ 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 Refunding Bonds, dated May 1, 1903; 25-year; 4 per cent; denomination \$500.00; numbers 3-6, inclusive.....	2,000.00

State of Oregon Bonus Bonds, dated October 1, 1922; 10-year; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 251 to 255, inclusive	5,000.00
State of Oregon Bonus Bonds, dated October 1, 1922; 14-year; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 1126 to 1132, inclusive...	7,000.00
State of Oregon Bonus Bonds, dated October 1, 1922; 16-year; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 1633 to 1635, inclusive...	3,000.00
City of Portland Park and Boulevard Bonds, dated July 1, 1911; 4 per cent; denomination \$1,000.00; numbers 686-90, inclusive.....	5,000.00
City of Portland Refund Bonds, dated December 1, 1898; 5 per cent; denomination \$1,000.00; numbers 259-264, inclusive.....	6,000.00
City of Portland Bridge Bonds, dated January 1, 1909; 4 per cent; denomination \$1,000.00; numbers 346 and 38-42, inclusive.....	6,000.00
State of Oregon Veterans' State Aid Bond, Series ..o. 2, dated October 1, 1922; $4\frac{1}{4}$ per cent; denomination \$1,000.00; number 2231.....	1,000.00
State of Oregon Bonds, dated December 1, 1921; $4\frac{3}{4}$ per cent; denomination \$1,000.00; numbers 4 and 8-9, inclusive.....	3,000.00
City of Portland Improvement Bonds, dated October 1, 1921; 6 per cent; denomination \$1,000.00; numbers 36351-53-55-57-59.....	5,000.00
City of Portland Improvement Bonds, dated January 1, 1923; 6 per cent; denomination \$1,000.00; numbers 37865-77, inclusive.....	17,000.00
U. S. Treasury Notes, Series "B", 1927, dated May 15, 1923; $4\frac{3}{4}$ per cent; denomination \$10,000.00, \$5,000.00 and \$1,000.00; numbers 5096-9, inclusive; 4911, 12156, 12173 and 12192	48,000.00
City of Portland Improvement Bonds, dated May 1, 1923; 6 per cent; denomination \$1,000.00; numbers 38083-5, inclusive.....	3,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 252-6, inclusive	5,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 296-9, inclusive	4,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 430-6, inclusive; 444 and 494-508, inclusive.....	23,000.00
City of Portland Refunding Bonds, dated December 1, 1898; 5 per cent; denomination \$1,000.00; numbers 92-3-4	3,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 429, 493, 302 and 521	4,000.00

City of Portland Reconstruction Bonds, dated October 1, 1924; 5 per cent; denomination \$1,000.00; numbers 498-507, inclusive.....	10,000.00	
City of Portland Water Bonds, dated September 1, 1911; 4 per cent; denomination \$1,000.00; numbers 975-6	2,000.00	
City of Portland Bridge Bonds, dated October 1, 1912; 4 per cent; denomination \$1,000.00; numbers 1356-7-8-9-60	5,000.00	
Multnomah County School District No. 1 Bonds, dated December 15, 1924; 4½ per cent; denomination \$1,000.00; numbers 169, 390, 441, 497, 553, 634, 695 and 721-5, inclusive	12,000.00	
City of Portland Bridge Bonds, dated January 2, 1911; 4 per cent; denomination \$1,000.00; numbers 424-5-6	3,000.00	
City of Portland Water Bonds, dated March 1, 1913; 4 per cent; denomination \$1,000.00; numbers 3448-9	2,000.00	
City of Portland Water Bond, dated April 1, 1924; 4 per cent; denomination \$1,000.00; number 1300	1,000.00	
Multnomah County School District No. 1 Bond, dated May 1, 1923; 4¾ per cent; denomination \$1,000.00; number 1353.....	1,000.00	
City of Portland Refunding Water Bonds, dated July 1, 1923; 4½ per cent; denomination \$1,000.00; numbers 476-7-8-9 and 511 to 550, inclusive	44,000.00	
City of Portland Water Bonds, dated January 2, 1911; 4 per cent; denomination \$1,000.00; numbers 348-9-50	3,000.00	
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; 4½ per cent; denomination \$1,000.00; numbers 528-540, inclusive	13,000.00	
Multnomah County School District No. 1 Bonds, dated July 15, 1925; 4 per cent; denomination \$1,000.00; numbers 787-9, inclusive; 793-8, inclusive, and 813-832, inclusive..	31,000.00	
		\$399,500.00

Sinking Fund "C" Securities:

City of Portland Refunding Bonds, dated May 1, 1903; 25-year; 4 per cent; denomination \$500.00; numbers 7-8.....	1,000.00
City of Portland Fire Department Construction Bonds, dated December 1, 1919; 6-year; 5 per cent; denomination \$1,000.00; numbers 7-8..	2,000.00
City of Portland Fire Department Construction Bonds, dated December 1, 1919; 8-year; 5 per cent; denomination \$1,000.00; numbers 11-12	2,000.00
City of Portland Fire Department Construction Bond, dated December 1, 1919; 10-year; 5 per cent; denomination \$1,000.00; number 15.....	1,000.00
City of Portland Assessment Collection Bond, dated May 1, 1920; 10-year; 5½ per cent; denomination \$1,000.00; number 1175.....	1,000.00

City of Portland Dock Bonds Series "E", dated October 1, 1914; 25-year; 4½ per cent; denomination \$1,000.00; numbers 33-51, inclusive; 79-97, inclusive	38,000.00
U. S. Liberty 2ds Converted, dated May 9, 1918; 25-year; 4½ per cent; denomination \$1,000.00; numbers 00256571-90, inclusive	20,000.00
U. S. Liberty 4th Loan Converted, dated October 24, 1918; 20-year; 4¼ per cent; denomination \$5,000.00; numbers 00026815-8, inclusive.	20,000.00
City of Portland Improvement Bonds, dated March 1, 1921; optional 3-year, 10-year; 6 per cent; denomination \$1,000.00; numbers 34747-61, inclusive; 34848-55, inclusive; denomination \$500.00; numbers 34893-900, inclusive; denomination \$1,000.00; numbers 34812-6, inclusive	32,000.00
Multnomah County High School District No. 2 Bonds, dated September 1, 1922; 5¼ per cent; denomination \$1,000.00; numbers 11-14, inclusive	4,000.00
Port of Portland Dry Dock Bonds, dated July 1, 1903; 4 per cent; denomination \$1,000.00; numbers 105-7, inclusive	3,000.00
City of Portland Municipal Jail Bond, dated November 1, 1911; 4 per cent; denomination \$1,000.00; number 116.....	1,000.00
City of Portland Park Bond, dated October 1, 1912; 4 per cent; denomination \$1,000.00; number 906	1,000.00
City of Portland Park and Boulevard Bond, dated December 1, 1908; 4 per cent; denomination \$1,000.00; number 239.....	1,000.00
City of Portland Water Bonds, dated April 1, 1916; 4 per cent; denomination \$1,000.00; numbers 3900-9, inclusive.....	10,000.00
Port of Portland Improvement and Equipment Bond, dated July 1, 1921; 6 per cent; denomination \$1,000.00; number 390.....	1,000.00
City of Portland Water Bond, dated February 2, 1914; 4 per cent; denomination \$1,000.00; number 3163	1,000.00
Port of Portland Bonds, dated July 1, 1921; 6 per cent; denomination \$1,000.00, \$500.00; numbers 453, 485 and 647.....	2,500.00
City of Portland Improvement Bonds, dated October 1, 1921; 6 per cent; denomination \$1,000.00; numbers 35973-5, inclusive.....	3,000.00
City of Portland Improvement Bonds, dated December 1, 1898; 5 per cent; denomination \$1,000.00; numbers 70-81, inclusive.....	12,000.00
City of Portland Improvement Bonds, dated May 1, 1923; 6 per cent; denomination \$1,000.00; numbers 38053-72, inclusive.....	20,000.00
City of Portland Improvement Bonds, dated February 1, 1921; 6 per cent; denomination \$500.00; numbers 34687-8, inclusive.....	1,000.00

U. S. Treasury Notes Series "B", 1927, dated May 15, 1923; $4\frac{3}{4}$ per cent; denomination \$10,000.00 and \$1,000.00; numbers 5100-1, inclusive; 12194-5, inclusive	22,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 257-9, inclusive	3,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 300-1; 437-41 and 445; 509-520, inclusive.....	20,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 260-5, inclusive; 303, 443, 446, 447 and 522-7, inclusive...	16,000.00
City of Portland Reconstruction Bonds, dated October 1, 1924; 5 per cent; denomination \$1,000.00; numbers 508-17, inclusive.....	10,000.00
Multnomah County School District No. 1 Bonds, dated December 15, 1924; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 837 and 8	2,000.00
City of Portland Water Bond, dated January 2, 1911; 4 per cent; denomination \$1,000.00; number 436	1,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 541-6, inclusive	6,000.00
Multnomah County Ross Island Bridge Bonds, dated November 1, 1923; 5 per cent; denomination \$1,000.00; numbers 286-90, inclusive..	5,000.00
Multnomah County School District No. 1 Bonds, dated July 15, 1925; 4 per cent; denomination \$1,000.00; numbers 792, 848-57, inclusive, and 879-84, inclusive.....	17,000.00
	<u>\$279,500.00</u>

Sinking Fund "E" Securities:

City of Portland Series "E" Bonds, dated October 1, 1914; 25-year; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 98-100, inclusive..	3,000.00
U. S. Liberty 2ds Converted, dated May 9, 1918; 25-year; $4\frac{1}{4}$ per cent; denomination \$1,000.00; numbers 00256591-3, inclusive	3,000.00
City of Portland Improvement Bonds, dated March 1, 1921; 10-year; optional 3-year; 6 per cent; denomination \$500.00; numbers 34911-3, inclusive	1,500.00
City of Portland Albina Ferry Bond, series 1903; dated January 1, 1904; 30-year; 4 per cent; denomination \$500.00; number 10.....	500.00
City of Portland Improvement Bonds, dated September 1, 1920; 10-year; 6 per cent; denomination \$500.00; numbers 183-184, 185-186	2,000.00
City of Portland Improvement Bonds, dated May 1, 1923; 6 per cent; denomination \$1,000.00; numbers 38095-9, inclusive	5,000.00

City of Portland Refunding Bond, dated December 1, 1898; 5 per cent; denomination \$1,000.00; number 374.....	1,000.00
U. S. Treasury Notes Series "B", 1927, dated May 15, 1923; $4\frac{3}{4}$ per cent; denomination \$5,000.00; number 4895.....	5,000.00
Multnomah County School District No. 1 Bond, dated May 1, 1923; $4\frac{3}{4}$ per cent; denomination \$1,000.00; number 519.....	1,000.00
Multnomah County School District No. 1 Bonds, dated December 15, 1924; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 171, 578 and 510-2, inclusive.....	5,000.00
City of Portland Water Bonds, dated January 2, 1911; 4 per cent; denomination \$1,000.00; numbers 437-8-9-40	4,000.00
Port of Portland Bonds, dated July 1, 1925; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 326-7-8-9	4,000.00
	\$ 35,000.00

Sinking Fund "F" Securities:

U. S. Liberty 2ds Converted, dated May 9, 1918; $4\frac{1}{4}$ per cent; denominations \$1,000.00; numbers 00256570-00256699; 25 years.....	2,000.00
City of Portland Improvement Bond, 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 May 1, 1923; 6 per cent; denomination \$1,000.00; numbers 38086-9, inclusive.....	4,000.00
Port of Portland Improvement and Equipment Bond, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; number 442.....	1,000.00
City of Portland Refunding Bonds, dated December 1, 1898; 5 per cent; denomination \$1,000.00; numbers 90-1	2,000.00
City of Portland Water Bond, dated July 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; number 992	1,000.00
City of Portland Bridge Bonds, dated October 15, 1924; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 39, 40 and 581-5, inclusive.....	7,000.00
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 547-50, inclusive	4,000.00
Multnomah County School District No. 1 Bonds, dated July 15, 1925; 4 per cent; denomination \$1,000.00; numbers 929-30.....	2,000.00
	\$ 23,500.00

Sinking Fund No. 1 Securities:

U. S. Liberty Bonds, dated May 9, 1918; 10-year; $4\frac{1}{4}$ per cent; denomination \$50.00; numbers 195725-31, inclusive	350.00
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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	
U. S. Treasury Notes Series "B", 1927, dated May 15, 1923; $4\frac{3}{4}$ per cent; denomination \$10,000.00; number 5102.....	10,000.00	
City of Portland Improvement Bonds, dated May 1, 1923; 6 per cent; denomination \$1,000.00; numbers 38090-4, inclusive.....	5,000.00	
U. S. Treasury Notes Series "B", 1927, dated May 15, 1923; $4\frac{3}{4}$ per cent; denomination \$500.00, \$1,000.00 and \$10,000.00; numbers 2764-5, 11991-12005, inclusive, and 103439, 168317-8-21 and 18495.....	30,000.00	
		\$ 46,350.00

Special Fund "A" Securities:

U. S. Liberty 2ds Converted, dated May 9, 1918; 25-year; $4\frac{1}{4}$ per cent; denomination \$1,000.00; numbers 00256560-4, inclusive.....	5,000.00	
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 266-290, inclusive	25,000.00	
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 304-328, inclusive	25,000.00	
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 448-492, inclusive	45,000.00	
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 293-4-5 and 329-30-31	6,000.00	
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000; numbers 551-7, inclusive	7,000.00	
		\$113,000.00

Special Fund "E" Securities:

City of Portland Improvement Bonds, dated October 1, 1921; 6 per cent; 10-year; denomination \$1,000.00; numbers 36260, 62, 64, 66, 68, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98.....	15,000.00	
Port of Portland Improvement and Equipment Bonds, dated January 1, 1923; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 291 and 292	2,000.00	
Port of Portland Bonds, dated July 1, 1925; $4\frac{1}{2}$ per cent; denomination \$1,000.00; numbers 492-3-4-5	4,000.00	
		\$ 21,000.00

Emergency Fund Securities:

City of Portland Improvement and Equipment Bonds, Series "D", dated January 1, 1923; 20-year; 4½ per cent; denomination \$1,000.00; numbers 101 to 108 and 119-130, inclusive...	20,000.00
City of Portland Improvement and Equipment Bonds, dated July 1, 1924; 14-year; 4½ per cent; denomination \$1,000.00; numbers 283 to 302, inclusive	20,000.00
City of Portland Improvement and Equipment Bonds, dated July 1, 1924; 15-year; 4½ per cent; denomination \$1,000.00; numbers 321 to 335, inclusive	15,000.00
U. S. Liberty Bonds 2nd issue Converted, dated May 9, 1918, 1927-1942; 4¼ per cent; denomination 4—\$10,000.00; 1—\$5,000.00; 5—\$1,000.00; numbers E 00019390, E 00006735, A 00134736, B 00044632, D 00023309, E 00290-870, B 01337692, B 00972322, C 00972323, D 00-972324	50,000.00
	<u>\$105,000.00</u>

Construction Fund Securities:

Port of Portland Improvement and Equipment Bonds, Series "D", dated January 1, 1923; 20-year; 4½ per cent; denomination \$1,000.00; numbers 558-950, inclusive.....	\$393,000.00
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**COMPARATIVE STATEMENT OF COST OF OPERATION OF
MUNICIPAL STREET RAILWAY**

Expense		
Maintenance:	1925	1924
Way and Structure—Cost plus 10 per cent....	\$ 456.35	\$ 481.93
Equipment Cost	1,249.84	1,432.33
	<u>\$ 1,706.19</u>	<u>\$ 1,914.26</u>
Transportation:		
Platform Men—Cost	3,345.46	3,345.46
Other Expenses—Cost	1,049.52	1,101.40
Power—2 cents per K. W. H.....	2,820.16	2,791.80
	<u>\$ 7,215.14</u>	<u>\$ 7,238.66</u>
Administration:		
General Expenses—Cost	1,176.79	1,129.07
Interest—Fixed Charge		441.36
Taxes—Cost		133.10
	<u>\$ 1,176.79</u>	<u>\$ 1,703.53</u>
Total Expense	<u>\$10,098.12</u>	<u>\$10,856.45</u>
Revenue		
Passenger Fares	\$ 2,842.15	\$ 3,651.55
Net Cost	<u>\$ 7,255.97</u>	<u>\$ 7,204.90</u>

FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 1

(Tons of 2000 pounds)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
Apples, fresh	13	.....	.....	.....	.....	5	27	.....	230
Asphalt	210	.....	3,080	3,400	645	.....	.....	.....	.....
Autos and parts .....	.....	28	116	71	284	1,041	1,911	928	852
Ballast and gravel	600	.....	.....	2,271	269	.....	.....	.....	.....
Books and stationery .....	.....	.....	.....	275	530	1,139	1,236	910	761
Building material	22	244	75	1,585	1,008	1,162	4,442	1,071	390
Canned goods	5,187	725	2,199	3,655	14,805	24,424	15,295	14,963	13,210
Cans and tops	21,122	13,038	21,115	15,115	9,101	341	44	42	.....
Cascara bark .....	.....	.....	836	83	.....	129	.....	.....	85
Cement, plaster and lime	145	.....	214	1,444	1,103	.....	338	1,134	1,568
Cigars and tobacco .....	.....	.....	.....	.....	65	64	117	36	5
Clay .....	.....	.....	.....	.....	.....	.....	.....	.....	379
Cocanut oil .....	.....	.....	.....	.....	.....	.....	.....	.....	200
Coal	55	30,946	3,005	718	1,423	1,268	.....	345	.....
Coffee .....	.....	.....	.....	.....	.....	61	.....	417	384
Contractors' equipment .....	.....	649	666	210	.....	.....	.....	.....	.....
Copper, pig .....	.....	.....	.....	.....	23	1,462	.....	.....	.....
Copra	2,919	9,793	5,690	.....	.....	389	1,784	456	.....
Copra cake and meal .....	.....	68	121	38	.....	.....	.....	.....	2,568
Cordwood	107	111	.....	.....	.....	.....	.....	.....	.....
Cotton	175	33	10	98	.....	.....	.....	.....	241
Crates and boxes	1,174	22,491	22,002	35,543	667	223	5	71	.....
Doors .....	.....	.....	.....	.....	12,027	942	188	.....	.....
Drugs and chemicals .....	.....	.....	122	722	3,565	6,672	6,268	4,433	6,044
Dry goods and merchandise	1	7	82	4,313	625	1,975	3,724	2,557	3,157
Feed, hay and grain	58	6	790	265	2,479	2,115	2,928	1,389	1,283
							76	1,677	282

FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 1—(Continued)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
Fertilizer					205	643	72	256	613
Flour	18	10,642	27,736	836	4,846	13,951	11,319	12,880	23,840
Fruit and vegetables, fresh	26	68	239	257	879	781	8		
Glass, window							3,183	1,210	3,478
Groceries and confectionery	23	71	594	677	6,062	5,919	9,220	4,245	4,615
Hardware	197	36	51	2,146	8,280	8,070	17,064	8,731	7,678
Hemp and cordage	5	16		72	577	1,807	6,798	13,493	12,100
Hides, leather and rubber goods		113	6	68	1,024	5,027	4,546	3,776	2,960
Hops			254	146			615	131	506
Household goods and furniture		32	44	1,170	1,213	1,130	3,197	928	465
Iron, pig						57	1,149	924	782
Iron and steel	2,682	3,243	274	7,783	6,926	18,991	27,731	25,879	22,455
Lath									469
Lead, pig					4,192	1,951	3,094	2,201	168
Linseed cake								100	246
Livestock	3	4	11	2	148				
Lumber	10,211	13,871	13,174	5,690	5,773	7,648	10,782	14,621	5,665
Machinery	1,446	895	901	1,458	4,720	5,674	8,093	2,740	1,969
Manufactured wares			21	3,276	1,558	4,538	320		
Metals, other		65	2,014	12	251	384	1,369	336	
Miscellaneous	113	111	825	1,015	6,635	14,838	32,483	29,522	23,597
Oil and grease				3,045	1,794	3,787	4,227	3,111	2,869
Oyster shell									2,169
Packing house products	147	29	146	29	443				
Paints and oils	10	552	141	352	1,399	679	1,296	250	861
Paper, print	451	685	1,802	835	1,378	10,610	7,175	1,295	1,678

FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 1—(Continued)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
Peanuts .....	.....	.....	.....	.....	.....	.....	481	1,139	4,112
Peanut cake .....	.....	.....	.....	.....	.....	.....	.....	.....	102
Piling .....	.....	229	795	2,128	148	.....	31	.....	.....
Pipe and plumbers' supplies	51	2	114	963	6,894	16,078	18,147	12,598	12,545
Prunes, dried .....	.....	.....	.....	.....	.....	10,408	7,455	9,182	11,002
Rugs and matting .....	.....	.....	.....	.....	908	1,365	956	771	412
Rags and waste	519	59	124	58	72	307	480	89	675
Rice .....	.....	.....	.....	.....	.....	.....	.....	.....	233
Sacks and burlap .....	.....	.....	20	66	.....	849	740	677	549
Salt	70	303	143	29	724	.....	371	1,626	251
Scrap metal	3,131	1,903	2,021	1,767	1,151	.....	.....	.....	.....
Seeds, bulbs and spices .....	.....	.....	16	94	1,900	496	1,521	1,005	1,630
Ship knees and treenails .....	.....	444	225	.....	.....	.....	.....	.....	.....
Shingles .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shooks and staves	4,262	4,821	1,101	179	1,148	1,256	1,049	359	581
Silver sand .....	.....	.....	.....	.....	.....	621	3,244	3,017	2,087
Soya bean cake .....	.....	.....	.....	.....	.....	.....	.....	.....	190
Sugar	6	76	425	41	741	280	1,861	1,246	1,234
Sulphur	697	.....	.....	.....	.....	.....	185	.....	1,003
Tallow .....	.....	.....	.....	.....	222	.....	.....	.....	.....
Tea .....	.....	.....	.....	293	482	354	546	926	424
Tinplate	6,511	10,698	4,477	4,450	780	16,502	17,233	12,680	17,724
Wheat .....	.....	.....	.....	234	2,586	35	.....	52	.....
Wire and fencing .....	.....	30	.....	141	2,863	4,003	3,943	2,846	4,691
Wool	1,652	1,078	1,024	168	11,042	13,649	3,734	7,075	5,811
Totals	64,019	128,215	118,868	109,289	138,391	216,102	254,103	212,700	216,078

FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 2
(Tons of 2000 pounds)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
Apples, fresh	329	135	26	.....	.....	633	62	24	.....
Asphalt	1,000	1,229	5,688	3,487	712	18	.....	.....	.....
Autos and parts .....	.....	.....	316	347	399	1,469	994	2	.....
Books and stationery .....	.....	.....	373	189	371	645	447	.....	.....
Building material .....	.....	.....	220	139	50	593	2,453	.....	.....
Canned milk	412	263	1,763	820	.....	.....	.....	.....	.....
Canned goods .....	.....	11	931	2,856	4,994	10,882	7,398	136	.....
Canned salmon	37	.....	40	240	.....	.....	.....	.....	.....
Cement, plaster and lime	1,434	4,873	16,532	17,815	16,584	13,491	15,776	2,570	7,191
Cigars and tobacco .....	.....	.....	.....	.....	257	866	485	1	.....
Coal .....	.....	.....	36	.....	54	12	13	.....	.....
Coffee .....	.....	.....	.....	.....	.....	1,002	204	.....	.....
Copra .....	.....	.....	.....	.....	549	.....	.....	.....	33
Cordwood	1,440	2,371	.....	.....	.....	.....	.....	.....	.....
Cotton	4,493	3,076	.....	3	.....	.....	.....	.....	.....
Crates and boxes	110	32	725	83	64	2	8	.....	.....
Doors .....	.....	.....	.....	.....	1,229	1,183	738	44	.....
Drugs and chemicals .....	.....	.....	608	.....	756	.....	.....	.....	.....
Dry goods and merchandise .....	.....	2	422	305	756	2,040	1,535	1	.....
Feed, hay and grain	173	158	2,927	1,283	431	949	752	3	.....
Fertilizer .....	.....	76	23	1,290	963	1,928	806	21	120
Flour .....	.....	.....	.....	48	859	8	8	62	.....
Fruits and vegetables, fresh	59	112	2,236	3,651	7,479	15,132	10,170	276	.....
Glass, window .....	.....	.....	608	780	501	1,418	4,998	.....	.....
Groceries and confectionery .....	.....	.....	.....	.....	.....	.....	245	.....	.....
Hardware .....	.....	3	4,351	2,144	4,279	7,555	4,447	137	.....
Hemp and cordage .....	.....	.....	1,502	1,323	1,267	1,662	1,079	49	.....
Hides, leather and rubber goods .....	.....	87	337	58	401	419	188	8,460	.....
Hops	3	3	324	178	258	717	307	29	.....
Household goods and furniture	4	10	5	36	.....	.....	.....	.....	.....
Iron and steel .....	.....	9	630	637	704	1,268	922	11	1
Lath .....	.....	146	239	789	708	530	544	172	.....
Livestock .....	.....	.....	.....	.....	.....	296	193	.....	.....
	.....	.....	11	1	19	2	1	.....	21

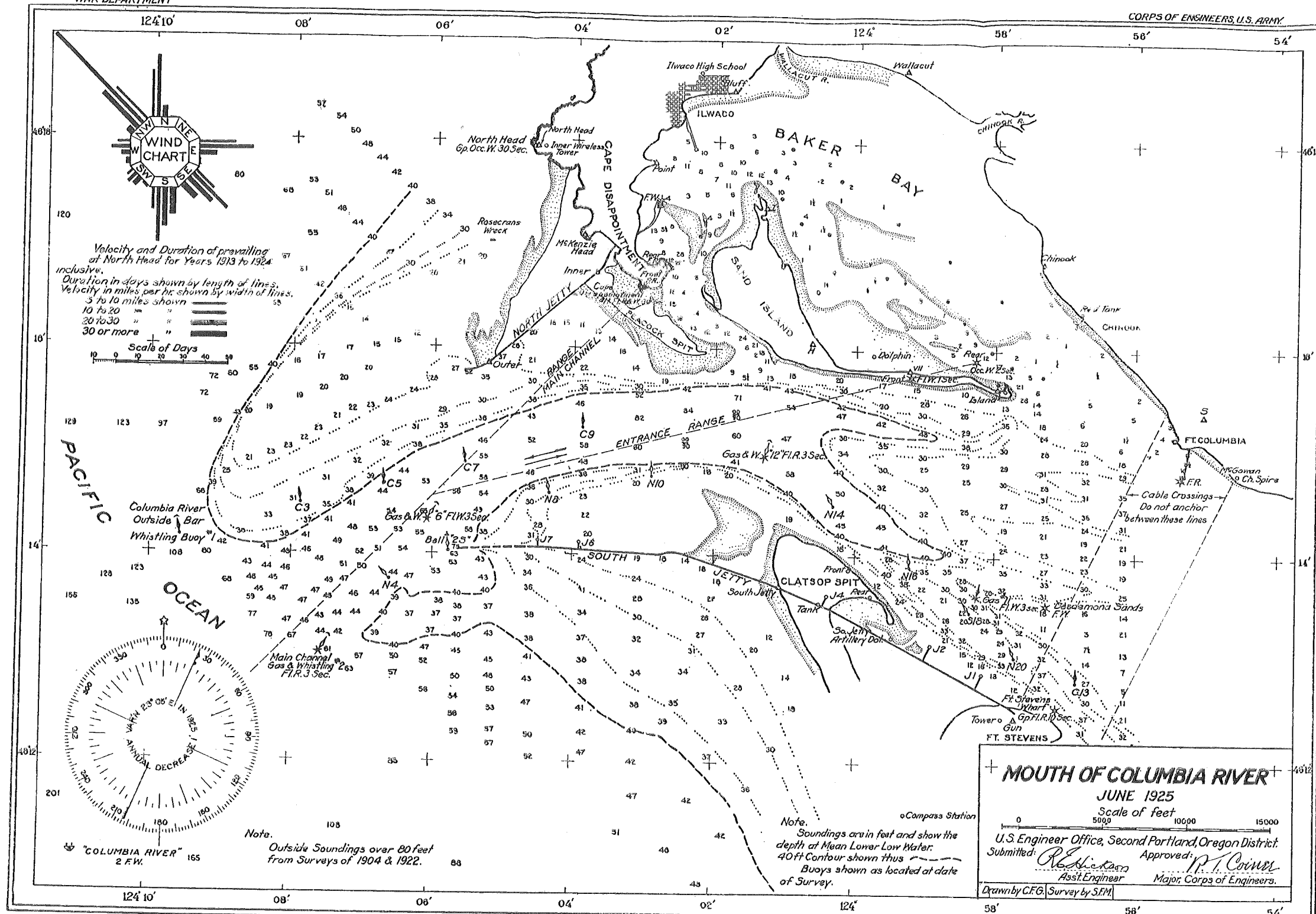
FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 2—(Continued)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
Lumber	8,596	1,607	1,106	1,435	709	1,241	182	41	79
Machinery	227	133	636	946	693	1,411	1,709	82	43
Manufactured wares			352	10	522	849	93		
Metal			37		133	212	237		
Miscellaneous	290	221	1,778	3,166	3,075	5,745	6,437	2,007	2,400
Oats									197
Oil and grease			361	31	255	211	62	47	
Paints and oils		168	448	366	1,748	2,453	1,387		
Paper, print	8,384	10,712	39,591	43,769	59,180	31,337	23,113	9,777	11,926
Peanuts							48		
Pipe and plumbers' supplies	20		416	293	220	908	912	4,118	1,498
Potatoes	3,104	1,754	1,750	1,446	133	192	1,439		
Prunes, dried						163	67	524	8
Rags and waste				185	17	42	73		
Rugs and matting					14	2	20		
Sacks and burlap	12		98	138	365	148	146		
Seeds, bulbs and spices			305	214	312	368	142		
Salt			809	5	777	2,983	1,391		
Sugar			513	177	3,473	4,106	3,149	70	15
Shells			124						
Shingles					21	22			40
Shooks and staves	33	1,268	153	136	116	1,285	337		
Shipknees and treenails	1,066	2,589	38						
Sulphite	871	130	735						
Sulphur			41				239		
Tea						30			
Tinplate			82	11		17	38		
Vinegar and cider			209						
Wire and fencing	118	62	74	146			76		
Wheat	343	1			385	38			
Wool	37	82	118	102	1,382	236	101		
Totals	32,605	31,323	90,621	91,384	117,541	118,882	96,181	28,664	23,572

**FREIGHT RECEIVED AT PORTLAND MUNICIPAL
TERMINAL NO. 3**

(Tons of 2000 pounds)

	1919	1920	1921	1922	1923	1924	1925
Asbestos	14	.....	.....	.....	.....	.....	.....
Asphalt	599	1,088	.....	.....	.....	.....	.....
Building material .....	.....	16	.....	.....	.....	.....	.....
Canned goods .....	.....	9	.....	.....	11	.....	.....
Cement .....	.....	.....	.....	.....	303	.....	.....
Cotton	102	52	.....	46	49	76	.....
Drugs and chemicals.....	19	21	88	213	453	.....	.....
Dry goods and merchandise...	.....	.....	158	161	50	145	49
Feed, hay and grain.....	57	785	1	3	.....	.....	.....
Fertilizer (sodium nitrate)...	25	.....	1,163	563	.....	1,123	287
Flour	1,977	2,397	1	.....	.....	.....	.....
Fresh fruit and vegetables....	8	2	.....	121	.....	.....	.....
Groceries and confectionery..	2	.....	.....	.....	.....	.....	.....
Hardware	2	80	.....	41	.....	.....	.....
Hemp and cordage.....	.....	.....	.....	68	.....	.....	.....
Hides, rubber & leather goods	.....	.....	.....	98	.....	.....	.....
Household goods & furniture..	33	12	5	5	2	36	.....
Iron and steel, etc.....	139	11	.....	.....	.....	.....	.....
Lumber	4,417	196	.....	9	190	.....	2
Lead	43	.....	.....	.....	.....	.....	.....
Livestock	64	31	3	.....	.....	.....	.....
Machinery	23	3	.....	7	16	1	1
Manufactured wares .....	.....	.....	.....	45	.....	.....	.....
Meats	2	.....	.....	.....	.....	.....	.....
Metal .....	.....	.....	10	.....	.....	.....	.....
Milk	102	.....	19	.....	.....	3	30
Miscellaneous	51	190	35	662	1,174	.....	11
Oats	667	.....	.....	.....	.....	.....	.....
Paints and oils.....	5	.....	.....	.....	.....	.....	.....
Paper, print .....	.....	.....	.....	72	.....	.....	.....
Potatoes	13	2	.....	.....	.....	.....	.....
Pipe and plumbers' supplies..	106	1	.....	.....	.....	.....	.....
Rags and waste.....	106	135	.....	45	166	136	250
Rugs and matting.....	.....	.....	.....	37	.....	.....	.....
Sand and gravel.....	.....	.....	.....	.....	.....	.....	4,618
Shingles .....	.....	.....	156	39	22	5	21
Shipknees and treenails.....	133	.....	.....	.....	.....	.....	.....
Shooks and staves.....	2,849	.....	.....	8	7	.....	.....
Sugar .....	.....	.....	.....	7	.....	.....	.....
Vehicles .....	.....	3	.....	.....	.....	.....	.....
Wheat	3,530	.....	.....	.....	.....	11	.....
Wool	450	608	1,100	1,686	794	913	249
Totals	15,538	5,562	2,739	3,936	3,237	2,449	5,518



FREIGHT RECEIVED AT PORTLAND MUNICIPAL TERMINAL NO. 4—(Continued)

(Tons of 2000 pounds)

	1920	1921	1922	1923	1924	1925
Packing house produce...	83					
Paints			511		4	
Paper, print	5,069	2,755	43,126	1,338	1,494	7,322
Peanuts				790	471	155
Phosphate rock	7,301					
Piling	1,177	1,609	6,510	1,015	629	1,879
Pipe & plumbers' sup....	1,446	326	2,313	1,580	514	
Prunes, dried			3,197	2,345	2,951	899
Rags and waste.....		41	69	40		
Rice		263	5			
Rugs and matting.....	1,169	141	91	124	19	
Sacks and burlap.....	3,499	1,520	352	274	529	2
Salt		24			11	
Seed		1,901	1,215	1,673	38	17
Shingles				49		143
Shoes and leather goods.	1,131					
Shooks and staves.....	141		385	22	349	324
Silica sand						1,614
Soya bean cake.....				1,139		
Sugar	132	20	202	1,537	575	
Sulphur	12,184	7,045	9,903	12,494	13,525	17,502
Tea	105	500	781	85		
Tinplate	2,083	148	39			18
Wheat, sacked	5,288	87,546	96,674	124,572	134,142	63,374
Wheat, bulk			49,134	56,062	46,142	24,758
Wire and fencing.....	3,185		2			110
Wool	1,181	88	51	4,425	1,045	1,257
Zinz ore concentrates.....						19,513
Totals	141,393	181,775	335,366	499,545	629,221	577,089

SUMMARY OF TONNAGE HANDLED AT MUNICIPAL TERMINAL NO. 1

(Tons of 2000 pounds)

Received	1917	1918	1919	1920	1921	1922	1923	1924	1925
From foreign ports	7,483	12,413	5,768	4,074	16,934	12,143	17,320	36,675	43,918
From Atlantic ports .....	.....	.....	.....	13,113	45,700	112,223	160,832	99,711	96,472
From Pacific Coast ports	4,227	933	7,185	9,329	776	3,481	109	1,234	215
From river points	4,827	13,623	10,444	13,011	3,056	1,549	924	427	1,826
Via cars and teams	47,482	101,246	95,471	69,762	72,125	86,706	74,718	74,653	73,917
Totals	64,019	128,215	118,868	109,289	138,591	216,102	254,103	212,700	216,078
Delivered									
To foreign ports	3,745	10,385	38,953	11,974	11,478	18,331	14,880	13,585	10,149
To Atlantic ports	135	.....	.....	494	38,382	69,814	59,416	70,020	80,614
To Pacific Coast ports	3,185	4,347	1,832	1,685	1,261	743	.....	314	178
To river points	3,364	1,931	1,069	5,350	1,444	213	693	574	3,494
Via cars and teams	51,126	105,766	80,458	70,007	91,875	126,613	175,346	125,004	118,132
Totals	61,555	122,429	122,312	89,710	144,440	215,714	250,335	209,497	212,567

SUMMARY OF TONNAGE HANDLED AT MUNICIPAL TERMINAL NO. 2

(Tons of 2000 pounds)

Received	1917	1918	1919	1920	1921	1922	1923	1924	1925
From foreign ports	1,580	2,418	.....	599	1,031	.....	8,618	11,920	7,250
From Atlantic ports .....	.....	.....	.....	309	3,530	3,432	3,958	4,343	1,498
From Pacific Coast ports	1,010	9,972	26,496	27,033	33,745	43,013	31,998	.....	1,513
From river points	14,977	8,911	42,747	43,997	44,348	30,197	22,281	10,474	12,229
Via cars and teams	15,038	10,022	21,378	19,344	34,887	42,240	29,926	1,927	1,082
Totals	32,605	31,323	90,621	91,382	117,541	118,882	96,781	28,664	23,572
Delivered									
To foreign ports	6,545	629	1,327	.....	986	90	322	.....	22
To Atlantic ports .....	.....	.....	.....	96	1,080	925	300	7,788	.....
To Pacific Coast ports	52	.....	15,950	9,456	36,498	53,511	36,427	354	132
To river points	1,239	1,557	2,480	5,555	1,395	2,148	2,309	918	978
Via cars and teams	23,005	27,429	74,985	75,878	75,157	64,244	57,146	19,625	21,947
Totals	30,841	29,615	94,742	90,985	115,116	120,918	96,404	28,685	23,079

SUMMARY OF TONNAGE HANDLED AT MUNICIPAL TERMINAL NO. 3

(Tons of 2000 pounds)

Received	1919	1920	1921	1922	1923	1924	1925
From foreign ports			1,120	1,953	303	1,123	287
From Atlantic ports					1,013		
From Pac. Coast ports 4,855	1,586						
From river points..... 240	167	100			32		4,681
Via cars and teams.... 10,443	3,809	1,519	1,974	1,889	1,326	550	
Totals	15,538	5,562	2,739	3,927	3,237	2,449	5,518

Delivered

To foreign ports	28			230	317		
To Atlantic ports		2,396		733			
To Pacific Coast ports 133	19						
To river points	219	519	532	40	47	1	
Via cars and teams... 14,019	5,878	3,047	2,452	3,512	2,425	5,967	
Totals	14,399	8,812	3,579	3,455	3,876	2,426	5,967

SUMMARY OF TONNAGE HANDLED AT MUNICIPAL TERMINAL NO. 4

(Tons of 2000 pounds)

Received	1920	1921	1922	1923	1924	1925
From foreign ports	38,181	12,439	22,476	47,798	34,213	23,318
From Atlantic ports....	12,184	7,045	17,283	22,598	18,446	23,359
From Pac. Coast ports..	132	473	1,779	125,048	191,407	216,459
From river points	6,405	7,948	42,867	15,269	7,211	39,009
Via cars and teams.....	84,485	153,870	250,961	288,832	377,944	274,944
Totals	141,387	181,775	335,366	499,545	629,221	577,089

Delivered

To foreign ports	87,240	125,514	248,058	271,025	300,168	222,216
To Atlantic ports		396	6,060	8,885	30,515	27,469
To Pacific Coast ports..	327	697	52,447	4,525	7,489	42,062
To river points	710	5,389	1,632	11,213	1,890	3,574
Via cars and teams.....	39,392	35,653	55,397	204,128	285,157	285,521
Totals	127,669	167,649	363,594	499,776	625,219	580,842

**SUMMARY OF TONNAGE HANDLED AT MUNICIPAL
TERMINALS NOS. 1, 2, 3 AND 4**

(Tons of 2000 pounds)

Received	1920	1921	1922	1923	1924	1925
From foreign ports	42,854	31,524	36,572	74,239	83,931	74,773
From Atlantic ports ...	25,606	56,275	132,938	219,799	122,500	121,329
From Pac. Coast ports..	38,080	34,994	48,273	147,438	192,641	218,187
From river points	63,580	55,452	74,613	46,158	18,112	57,445
Via cars and teams.....	177,400	262,401	381,881	365,439	455,850	350,523
Totals	347,520	440,646	674,277	853,073	873,034	822,257

Delivered						
To foreign ports	99,214	137,978	266,709	286,544	313,753	232,387
To Atlantic ports	2,986	39,858	77,532	68,601	108,323	108,083
To Pacific Coast ports..	11,487	38,456	106,701	41,152	8,157	42,372
To river points	12,334	8,760	4,033	14,162	3,383	8,046
Via cars and teams.....	191,155	205,732	248,706	440,132	432,211	431,567
Totals	317,176	430,784	703,681	850,591	865,827	822,455

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

Foreign Exports (Tons)												
Month	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	
January	71,191	14,769	20,780	4,775	42,931	51,587	53,879	148,588	67,513	188,051	49,771	
February	55,359	22,843	2,481	17,070	22,219	32,556	76,523	105,162	54,275	114,522	42,597	
March	73,242	26,475	10,812	19,260	24,037	53,746	51,775	124,549	45,822	122,207	50,864	
April	31,272	18,210	12,724	25,029	16,050	54,178	168,604	107,970	79,657	107,450	52,499	
May	14,295	18,460	16,063	30,477	58,811	63,528	101,943	57,208	68,236	80,497	35,797	
June	35,016	.....	21,826	20,015	49,899	107,710	140,450	180,188	72,537	96,987	61,830	
July	30,865	.....	11,529	13,106	41,933	95,956	135,249	49,531	72,533	57,141	55,400	
August	32,942	2,033	23,056	3,561	48,644	81,508	160,670	72,345	99,278	90,443	33,568	
September	43,480	8,896	11,771	12,280	43,255	92,056	199,891	151,595	176,923	124,100	152,302	
October	53,626	.....	13,312	30,730	55,322	110,030	213,170	99,297	218,583	175,552	108,583	
November	40,798	4,572	10,826	30,176	44,820	22,877	163,994	109,168	125,952	119,081	84,067	
December	35,709	1,672	16,324	21,501	43,998	97,730	160,548	93,915	180,306	90,525	95,593	
Totals.....	517,795	117,930	171,504	227,980	491,919	863,462	1,656,702	1,299,516	1,261,615	1,366,566	822,871	

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

Foreign Imports (Tons)												
Month	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	
January	825	3,656	2,026	1,328	359	544	1,314	8,315	6,095	13,298	14,087	
February	102	430	1,610	3,778	524	3,894	2,069	5,337	9,025	3,403	6,068	
March	5,272	4,364	1,128	468	623	2,149	2,054	4,184	9,645	16,747	4,909	
April	4,794	2,519	373	1,672	946	1,303	2,799	4,133	11,033	4,577	13,325	
May	12,137	5,177	515	3,120	1,691	2,392	2,498	3,946	8,976	12,305	12,222	
June	2,899	1,860	493	1,009	1,139	5,589	2,177	5,914	14,506	10,194	14,629	
July	4,608	2,993	494	1,795	692	3,785	2,466	5,279	12,154	7,821	4,760	
August	2,577	7,819	537	169	389	5,682	1,901	4,820	4,294	10,042	6,745	
September	1,627	1,207	1,533	2,411	2,758	2,235	868	8,376	5,647	7,816	8,487	
October	429	533	1,945	185	1,555	21,031	3,194	6,200	7,296	5,920	15,323	
November	577	1,395	5,041	49	3,653	2,288	3,984	4,106	12,371	8,318	12,252	
December	636	1,451	3,390	885	2,697	7,523	6,638	1,832	4,391	7,171	9,319	
Totals.....	36,483	33,404	19,085	16,869	16,996	58,415	31,962	62,442	105,453	107,612	122,126	

TABLE 3
OCEAN COMMERCE AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Domestic Exports (Tons)

Month	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
January	30,723	32,509	32,874	17,532	5,520	23,055	18,297	32,763	43,567	59,968	76,536
February	40,384	30,871	29,917	13,012	7,657	14,322	16,434	32,974	42,361	64,751	75,440
March	39,203	36,309	25,805	13,234	10,449	14,372	12,911	34,808	64,317	67,155	71,529
April	39,061	45,213	34,249	14,961	13,060	14,703	15,169	32,898	49,725	95,546	106,095
May	45,411	45,475	36,480	17,118	24,280	11,351	6,786	41,641	63,892	65,819	89,195
June	47,604	24,425	23,738	10,406	16,811	9,890	6,236	31,957	42,577	75,000	75,735
July	51,799	22,433	21,544	13,984	12,147	10,334	33,303	31,295	54,276	56,651	76,712
August	41,722	34,348	22,156	21,858	17,155	9,018	25,495	34,892	42,624	65,579	83,097
September	48,926	33,442	23,003	16,260	17,027	13,727	23,961	35,118	63,442	78,955	87,825
October	51,245	39,599	24,620	10,609	8,598	17,815	30,575	38,767	99,236	76,227	101,536
November	40,795	35,298	22,321	14,050	14,385	17,080	27,404	39,918	78,467	72,484	98,135
December	42,407	33,773	23,488	14,299	8,369	10,208	32,095	43,101	60,553	74,238	104,886
Totals.....	519,280	413,695	320,195	177,323	155,458	165,875	248,666	434,132	705,037	852,373	1,046,721

TABLE 4
OCEAN COMMERCE AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Month	Domestic Imports (Tons)											
	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	
January	74,240	83,794	76,577	100,140	92,406	122,604	111,860	116,636	142,854	190,655	185,229	
February	61,057	69,539	69,499	85,593	100,428	124,160	84,560	94,114	127,479	152,637	108,906	
March	80,227	119,572	88,285	104,722	103,556	105,783	92,967	98,862	179,210	129,523	186,512	
April	75,177	63,400	84,924	90,159	79,288	99,872	87,562	92,786	143,602	199,225	198,717	
May	81,022	92,337	99,629	100,002	107,361	81,873	80,261	99,723	148,187	155,912	127,151	
June	99,377	75,065	89,619	96,900	101,343	94,298	66,567	142,135	164,942	158,490	155,824	
July	66,956	94,616	94,490	92,952	119,261	125,035	93,584	108,434	152,161	167,771	171,182	
August	101,399	80,787	70,048	73,168	93,516	132,688	146,142	123,643	154,185	176,050	173,011	
September	76,405	73,990	81,864	88,168	115,159	79,915	85,532	125,974	132,642	138,225	196,930	
October	83,862	85,488	91,409	103,581	103,931	113,932	113,572	157,116	200,329	189,872	177,645	
November	80,621	87,999	74,187	81,436	71,463	129,489	105,593	129,918	193,295	158,349	218,719	
December	74,534	106,947	106,670	90,816	99,805	107,120	91,441	166,678	161,302	153,008	219,353	
Totals	954,877	1,033,534	1,027,201	1,107,637	1,187,517	1,316,759	1,159,641	1,456,019	1,900,188	1,969,717	2,119,179	

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

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Acetate of lime, lbs...				422,234	.....	.....	.....	.....	.....	.....
Ammonia, lbs.				1,169,466	.....	.....	.....	.....	.....	.....
Ammunition, lbs.				33,779	.....	.....	.....	.....	.....	.....
Apples, dried, tons...										63
Apples, fresh, tons...							13,269	15,925	24,087	24,668
Autos, trucks and parts, lbs.				376,614	229,934	190,739	496,734	549,981	943,359	1,650,665
Barley, bushels	673,851	.....	.....	.....	.....	223,155	.....	.....	427,471	263,251
Beef casings, lbs.						21,120	77,983	.....	109,368	137,886
Bones, tons				44	98	82	124	48	142	.....
Box shooks, tons...			814	.....	.....	.....	.....	.....	.....	.....
Brass, scrap, tons...										61
Bldg. material, tons..				21	1,351	.....	.....	.....	.....	.....
Butter, lbs.					2,248	.....	.....	.....	.....	.....
Candy, lbs.				10,957	.....	.....	.....	.....	.....	.....
Canned goods, cases..				7,341	84,026	88,636	241,371	148,620	229,620	359,670
Canned salmon, cases	8,938	.....	.....	5,203	16,589	28,319	.....	.....	.....	.....
Carbon blocks, lbs...			2	22,500	.....	.....	.....	.....	.....	.....
Cascara bark, lbs....				787,793	94,231	186,982	137,780	464,369	930,914	352,536
Cattle horns and hoofs, tons							24	.....	.....	48
Caustic soda, tons...				1,311	.....	.....	.....	.....	.....	.....
Cereals, tons										1,425
Chemicals, tons				2,690	.....	312	493	334	341	149
Cheese, lbs.					13,373	21,024	10,845	6,719	.....	.....
Cloth g, dryg'ds, lbs..				14,848	.....	.....	9,830	15,192	.....	8,718
Coal, tons				800	.....	.....	.....	.....	603	.....
Copper, tons							386	.....	.....	.....
Cotton, bales				4,557	32,231	4,006	.....	.....	.....	.....
Doors, wooden, lbs...				15,500	.....	151,479	221,817	2,420,845	6,588,883	14,358,615
Drugs, tons							24	24	10	14

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

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Dynamite, lbs.	357,500	.....	.....	.....	.....	221,876	.....	.....	.....	.....
Eggs, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Egg cases, lbs.	.....	.....	.....	597,286	401,160	363,580	.....	.....	.....	152
Electrical goods, lbs.	.....	.....	.....	410,412	174,310	198,947	158,903	12,367	6,668	3,830
Excelsior, lbs.	.....	.....	.....	.....	51,256	.....	.....	.....	.....	.....
Feed, tons	.....	.....	.....	28	.....	.....	.....	.....	.....	.....
Fertilizer, tons	.....	.....	.....	1,443	.....	.....	.....	.....	.....	.....
Firebrick, fireclay, lbs.	.....	.....	.....	.....	7,530	.....	.....	.....	.....	.....
Flooring blocks, tons	.....	.....	.....	.....	.....	362,000	.....	.....	.....	.....
Flour, bbls.	85,903	97,980	1,568,173	2,756,440	2,020,190	1,296,041	1,102,614	1,521,575	1,324,876	638,461
Fruit, boxes	.....	.....	.....	8,848	5,690	468,559	.....	.....	.....	.....
Graphite ore, lbs.	.....	.....	.....	.....	.....	784,400	.....	.....	.....	.....
Hardware, lbs.	.....	.....	.....	454,423	394,911	79,678	69,656	31,353	38,147	48,366
Hay, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hides, tons	.....	.....	.....	.....	.....	.....	.....	10	.....	.....
Hops, lbs.	.....	.....	.....	.....	128	1,521	1,691	2,210	4,412	2,495
Houses, K. D., tons	.....	.....	.....	476,933	297,675	1,703,209	55,213	48,346	4,905	806,701
Infusorial earth, tons	.....	.....	.....	.....	.....	.....	.....	.....	590	20
Iron and steel, tons	.....	.....	.....	.....	.....	.....	64	33	.....	.....
Lard, lbs.	16,701	.....	.....	.....	27,424	6,829	8,083	2,692	355	1,310
Lead, tons	.....	.....	.....	.....	.....	.....	519,820	28,272	112,497	277,057
Linseed cake, tons	.....	.....	.....	.....	.....	.....	.....	.....	1,624	1,960
Loganb'ry juice, gals.	.....	.....	.....	.....	.....	.....	.....	.....	560	336
Lumber, M ft.	22,317	68,333	43,551	2,925	3,494	1,746	1,136	1,600	2,344	1,766
Machinery, tons	27	17	11	78,242	175,689	174,170	239,904	323,615	333,000	270,444
Malt, lbs.	.....	.....	.....	3,875	741	3,654	1,285	648	362	107
Meat, lbs.	.....	.....	.....	59,700	.....	.....	.....	.....	.....	.....
Merchandise, tons	4,375	.....	.....	8,221	.....	195,555	.....	.....	.....	.....
Metal, tons	11	1	13	184	1,250	1,506	2,064	339	944	592
Milk, canned, lbs.	1,210	367	1,409	22,667	.....	.....	2,190	1,354	.....	.....
Millfeed, lbs.	.....	.....	.....	.....	.....	2,030,274	8,390	44,905	38,632	239,378
	.....	.....	.....	.....	.....	127,500	3,201,040	420,000	443,620	21,200

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

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Oats, bushels		161,699	.....	26,055	20,518	16,445	8,050	7,252	.....	8,410
Old paper, tons								1,425	2,005	2,635
Paints and oils, lbs.						113,483	28,249	102,899	4,512	.....
Paper, tons	6,014	.....	.....	3,820	3,373	1,823	3,043	1,594	1,354	6,856
Paraffin wax, lbs.						895,786	.....	.....	.....	.....
Pears, dried, tons							63	.....	.....	.....
Pears, fresh, tons							200	114	5	99
Plums, dried, tons							172	74	474	372
Produce, tons				3	.....	.....	.....	.....	.....	.....
Prunes, dried, tons							5,284	2,598	9,907	3,039
Rubber goods, lbs.				3,268	.....	.....	39,369	.....	.....	.....
Rye, bushels						6,831	.....	.....	.....	.....
Salmon, tons							419	976	2,022	1,602
Salt fish, lbs.			9,600	.....	.....	.....	.....	.....	.....	.....
Scrap iron and steel, tons								667	1,127	.....
Seeds, lbs.				33,000	.....	139,118	4,026	22,000	58,652	.....
Shingles, bundles				300	.....	.....	.....	4,240	851	510
Shoes, lbs.				2,500	1,277	1,220	.....	.....	.....	.....
Soap, lbs.				10,218	60,160	1,763	37,989	3,001	.....	.....
Staves and heads, lbs.				510,980	957,600	18,332	250,416	99,813	1,145,589	3,664,320
Tallow, lbs.				155,059	2,700	280,211	93,407	.....	.....	.....
Template, tons					1,403	107	.....	.....	.....	.....
Tobacco, lbs.				1,325,840	.....	.....	.....	.....	.....	213,752
Twine, tons							15	.....	.....	.....
Wheat, bushels	1,698,463	1,760,403	.....	2,011,273	11,587,275	37,240,987	23,601,755	17,732,996	20,426,482	7,252,402
Wood mfs., tons								213	43	189
Wood pulp, tons								3,300	.....	.....
Wool, lbs.					73,516	.....	.....	.....	2,911	9,040
Zinc, lbs.										
Zinc ore concentrates, tons						200,018	1,748,107	.....	.....	18,545

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

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Antimony, cases	.....	.....	.....	.....	1,255	.....	.....	.....	.....	.....
Arsenic, crude, cases	.....	.....	.....	.....	.....	3,425	587	250	.....	150
Basketware, pkgs.	.....	.....	.....	.....	.....	1,316	729	1,320	1,146	583
Beans, bags	.....	.....	.....	.....	.....	.....	.....	.....	13,875	5,911
Bones, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	227
Bristles, cases	.....	.....	.....	.....	.....	3,024	1,997	2,622	734	2,100
Buckwheat, bushels	.....	.....	.....	.....	5,486	.....	.....	.....	.....	.....
Cake meal, tons	.....	.....	.....	.....	1,835	.....	.....	.....	.....	.....
Camphor, tubs	30	13	.....	4	.....	.....	1,068	478	.....	.....
Carpets, rugs, cases	.....	.....	.....	.....	.....	1,107	1,074	1,237	816	538
Cement, bags	.....	.....	.....	.....	.....	.....	.....	274,259	90,307	534,787
Chemicals, pkgs.	.....	.....	.....	.....	.....	.....	.....	3,039	12,181	11,313
China clay, bags	.....	.....	.....	.....	.....	.....	.....	3,000	4,100	.....
Cigars and tobacco, pkgs.	.....	.....	.....	.....	.....	.....	87	24	52	14
Clay, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	498
Coal and coke, tons	120	.....	30	165	1,370	1,756	7,332	1,955	3,260	4,234
Cocanut oil, bbls.	.....	.....	1,782	.....	.....	.....	24,804	65,447	64,619	76,750
Coffee, sacks	4,173	652	.....	.....	3,361	29,142	26,294	28,413	31,507	23,513
Copra, tons	722	10,373	9,421	4,522	2,472	1,542	17,043	24,163	25,500	17,234
Copra meal, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,346
Corn, bushels	.....	.....	.....	.....	45,818	.....	.....	.....	69,430	120,450
Cottonseed oil, bbls.	.....	.....	.....	.....	250	.....	.....	.....	.....	.....
Cotton, bales	.....	.....	.....	.....	.....	.....	.....	456	527	1,987
Cotton linters, bales	.....	.....	.....	.....	.....	.....	.....	418	.....	.....
Cotton waste, bales	.....	.....	.....	.....	.....	.....	1,073	713	100	.....
Cresote, bbls	11,905	.....	.....	.....	25,724	.....	.....	.....	.....	.....
Curios and merchandise, pkgs.	57,949	13,262	8,647	10,665	15,087	13,491	18,269	17,163	12,279	45,253
Cedar lumber, M ft.	.....	.....	.....	.....	100	.....	.....	.....	.....	.....
Earthenware, pkgs.	.....	.....	.....	.....	.....	.....	1,322	5,472	6,425	8,554
Eggs, cases	8	36	.....	.....	.....	.....	.....	.....	.....	.....
Fertilizer, bags	.....	.....	.....	.....	.....	.....	3,000	.....	.....	.....
Firecrackers, cases	210	487	.....	.....	907	1,435	1,097	52	.....	196
Fish, bbls.	.....	.....	.....	.....	1,543	.....	.....	.....	.....	.....

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

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Flax, bales	.....	.....	.....	.....	620	.....	.....	75	626	.....
Firebrick, tons	.....	.....	.....	.....	.....	.....	.....	.....	302	244
Fire clay, tons	.....	.....	.....	.....	.....	.....	.....	.....	50	.....
Furniture, pkgs.	.....	.....	.....	.....	.....	.....	.....	.....	1,975	476
Furs, bales	.....	.....	.....	.....	545	1,304	1,465	2,065	1,739	930
Glass, cases	.....	.....	.....	.....	.....	98,770	70,845	84,851	15,383	1,668
Grain, bags, bales	8,578	53	136	2,359	7,930	2,909	1,210	2,741	600	1,696
Graphite, bbls.	.....	.....	.....	.....	1,038	.....	.....	.....	.....	.....
Gum copal, pkgs.	.....	.....	.....	.....	1,095	.....	.....	.....	.....	.....
Hair, bales	.....	.....	.....	.....	595	1,359	605	1,726	298	695
Hardwood, M ft.	3,436	359	770	17	.....	201	142	44	149	184
Hemp, bales	7,628	4,694	2,684	38,136	16,157	2,942	7,980	42,864	130,178	75,771
Herring, kegs	.....	.....	.....	.....	.....	4,040	4,483	4,625	5,940	3,572
Hides, bbls.	8,350	6,159	1,336	1,810	2,876	2,260	.....	.....	.....	.....
Iron and steel, tons	68	357	477	272	.....	409	677	758	611	1,472
Linseed, bags	26,053	12,656	.....	5,148	45,343	21,566	48,907	105,613	57,615	1,100
Linseed oil, drums	.....	.....	.....	.....	.....	1,032	2,836	60	255	106
Linseed meal, tons	.....	.....	.....	.....	.....	.....	.....	.....	557	.....
Machinery, pkgs.	.....	.....	479	1,465	105	.....	.....	.....	.....	.....
Maize, bushels	.....	.....	.....	2,305	.....	.....	.....	.....	.....	.....
Manganese ore, tons	.....	.....	.....	.....	.....	50	.....	.....	.....	.....
Mating, rolls	347	.....	.....	386	11,286	2,141	323	191	.....	.....
Matches, cases	.....	.....	.....	.....	.....	625	.....	.....	.....	.....
Mill feed, tons	250	16	.....	25	.....	.....	.....	.....	.....	.....
Nitrate soda, bags	.....	.....	.....	.....	37,159	.....	.....	.....	.....	.....
Nuts, bags	.....	.....	.....	.....	.....	191	18,671	3,498	18,233	11,122
Oats, bushels	.....	.....	.....	.....	.....	4,705	8,843	3,378	7,366	8,829
Paper, pkgs.	.....	.....	21,525	22,300	.....	2,500	.....	.....	.....	.....
Peanuts, bags	.....	.....	.....	.....	.....	2,642	7,551	10,073	9,524	700
Peanut cake, tons	2,931	2,993	.....	100	10,105	19,921	16,339	31,455	30,491	70,807
Peanut oil, tons	.....	.....	.....	.....	.....	.....	.....	.....	50	213
Pepper, bags	.....	.....	.....	.....	.....	5	.....	498	.....	.....
	.....	.....	.....	.....	.....	.....	925	1,370	548	1,167

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

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Perilla oil, tons.....						17				
Pig iron, tons.....					883	1,775	2,615	7,076	4,262	2,695
Pincapples, cases.....					1,000	14,000	1,000	3,747		
Provisions, pkgs.....	27,738	29,980	9,099	18,728	14,872	21,635	16,415	18,545	31,046	33,030
Rice, sacks.....	14,606	18,722	7,414	1,457	6,338	10,285	6,441	5,361	7,544	6,468
Rope, hemp and twine, tons.....								71	25	40
Rubber, pkgs.....				17,656			1,060	299	2,552	3,318
Rye, bushels.....			1,300							
Sand, moulding, tons.....								626		
Seeds, bags.....	2,397	4,621	3,884	2,730	23,015	4,229	6,028	8,408	2,739	16,389
Silk, silk'g'ds, bales..	126	154	115	205	289	207	39	3	50	18
Silver sand, tons.....						300	113		276	1,406
Soda ash, bags.....						1,700	1,500			
Soya bean oil, tons.....					6,221	785		524	12	22
Soya bean cake, tons.....						1,146	1,894	3,041	4,333	2,765
Spices, bags.....										
Strawbraid, cases.....					1,009					
Straw rugs, bales.....							1,191	2,917	809	2,093
Sugar, bags.....	200	32					3,433	228	959	1,088
Sulphur, tons.....	7,026	609		150	4,551	401	12,350	40,571	38,832	43,849
Tallow, tons.....			22	13			121	209		
Tankage, bags.....						86				
Tapioca, bags.....					570			1,916		1,833
Tea, pkgs.....	6,755	3,322	5,695	3,502	6,041	869		650	1,047	1,794
Tin, slabs.....	932	1,463	100	764	1,100	538	22,428	11,228	13,119	9,011
Tobacco, cigars, pks.....				357	659	156	110	259		354
Toys, pkgs.....										
Walnuts, bags.....					1,297	1,223	2,340	2,356	2,330	1,440
Walrus tusks, bales.....					619					
Wax, bags.....			25,631				2,800	7,148	5,100	4,564
Wheat, bushels.....					27,793					
Wood pulp, rolls.....										
Wool, bales.....			5,316	100	910	14,435	13,723	15,753	10,431	10,260

A RECORD OF FOREIGN SHIPMENTS CLEARING FROM AND ENTERING THE PORT OF PORTLAND DURING THE YEAR 1925
SHOWING THE AMOUNTS OF COMMODITIES FORWARDED TO AND RECEIVED FROM THE VARIOUS COUNTRIES

EXPORTS FROM PORTLAND FOR THE YEAR 1925—BY SHORT TONS
By Commodities and Countries

	Argentina	Australia	Belgium	Brasil	Bolivia	Canada	Canal Zone	China	Chile	Colombia	Costa Rica	Cuba	Denmark	Ecuador	Egypt	Finland	France	Germany	Guatemala	Holland	India	Italy	Japan	Java	Mexico	Norway	Peru	Philippine Islands	Porto Rico	Russia	Salvatore	Spain	Straits Settlements	Switzerland	Sweden
Apples								19					347			77		1,455		843			15		56		10	7							
Autos and Supplies								793																											
Barley								7									17			1			1							11					
Canned Goods			9					7									6																		
Casaca		2																																	
Cereals					19		51	57		6				60																					
Chemicals																																			
Doors																																			
Dried Apples		610	141										11					8					1,389												
Eggs																		3		40			76							11					
Flour			582	882	111		1,016	30,459	848	99				4,008			4,139	330	3,729			637		267	2,764	1,699	8,633	10			1,504				
Furniture									2																										
Hides								94									23	57		74			1,191				3	20							
Hops			298																																
Iron and Steel								555	1																										
Lard																																			
Lead																																			
Lumber	12,045	77,628	3,103	59		747	1,220	70,329	13,274	3,748		1,466	153				393	137		112															
Machinery		8		1				25										330		14,999	45	274	174,311		1,766	26,097	1,662			741	140			4	
Milk								43										1		1			8					54				3	1		
Millfeed														3														62							
Misc. Cargo	1	3	72					270					1							336	1		1,454												
Old Paper								1,794																											
Paper								2,030	46		3	13																							
Pears																																			
Prunes	12		115					1					15			24	72	382		3															
Salmon		132	23						2									45		79	4	4													
Staves and Shooks		3						894												17															
Wheat			2,240	2													6,163																		
Wood, Mfg.		70						11														12			11	3,360		20							
Zinc			18,545																																
Totals	12,098	78,458	25,128	944	130	747	2,200	107,987	14,172	3,853	3	1,479	532	4,077	27	101	6,638	9,238	330	20,234	126	278	258,171	115	2,044	6,256	28,611	14,597	13	11	2,256	140	15	1	

IMPORTS INTO PORTLAND FOR THE YEAR 1925—BY SHORT TONS
By Commodities and Countries

	Argentina	Australia	Belgium	Brasil	Canal Zone	Chile	China	Denmark	France	Germany	Holland	Italy	Java	Japan	Nicaragua	Norway	Philippine Islands	Sweden	United Kingdom	Totals	
Beans and Bean Coko							3,059							230						3,289	Beans and Bean Coko
Bristles							150													150	Bristles
Cement			19,586																	25,391	Cement
Chemicals			3							614	554									670	Chemicals
Coal and Coko		1,002	1,792								640			10						28	Coal and Coko
Coffee				698	57		25													3,751	Coffee
Copra																				585	Copra
Corn	560						3,034							462						18,497	Corn
Cottons							544													3,594	Cottons
Earthenware																				544	Earthenware
Foodstuffs																				455	Foodstuffs
Glass																				1,717	Glass
Gunnies																				2,312	Gunnies
Hemp																				129	Hemp
Iron and Steel																				10,399	Iron and Steel
Miscellaneous Cargo																				12,922	Miscellaneous Cargo
Nitrates																				7,469	Nitrates
Oils																				1,153	Oils
Paper																				12,475	Paper
Peanuts																				532	Peanuts
Pig Iron																				8,845	Pig Iron
Porcelain																				2,658	Porcelain
Rice																				462	Rice
Rubber																				173	Rubber
Rugs and Carpets																				424	Rugs and Carpets
Seeds																				140	Seeds
Skins																				1,576	Skins
Sugar																				273	Sugar
Tea																				1,846	Tea
Toys																				388	Toys
Walnuts																				143	Walnuts
Wax																				153	Wax
Wire																				310	Wire
Wool																				759	Wool
Totals	810	1,002	33,260	698	68	1,153	17,874	241	34	2,235	3,431	107	550	2,440	1,200	5,631	42,180	2,318	1,070	122,161	Totals

Compiled from Records of Traffic Department, Custom House, Merchants' Exchange, and Steamship Companies

Portland is the shipping point for zinc concentrates, manganese and other ores mined in Oregon, Idaho and Montana.

Portland is the center of the paper industry of the Northwest.

Portland is and has been for several years the largest flour shipping port on the Pacific Coast.

Portland is the largest apple shipping port on the Pacific Coast and the second in the United States.

TABLE 7—(Continued)
DOMESTIC EXPORTS BY OCEAN GOING VESSELS FROM PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Drygoods and clothing, tons	.....	.....	.....	.....	.....	125	584	618	856	790
Eggs, tons	.....	.....	.....	.....	.....	17	.....	130	21	32
Electrical goods, tons	.....	.....	.....	.....	.....	75	179	252	284	246
Fertilizer, tons	.....	.....	.....	.....	.....	.....	.....	317	502	328
Fibres, tons	.....	.....	.....	.....	.....	.....	.....	1,746	.....	.....
Flax, tons	.....	.....	.....	.....	.....	.....	.....	50	.....	26
Fruit, frozen, tons	.....	.....	.....	.....	.....	.....	.....	259	.....	.....
Flour, bbls.	.....	.....	.....	.....	.....	.....	.....	638,064	918,470	1,071,223
Fruits and vegetables, tons	600,746	488,388	139,541	170,171	200,019	507,624	551,223	.....	.....	.....
Fruit juice, tons	2,511	2,241	1,393	615	913	5,360	3,654	2,831	4,352	2,397
Furniture, tons	.....	.....	.....	.....	.....	100	69	272	84	91
Glassware, tons	.....	.....	.....	.....	.....	.....	10	16	70	140
Glue	.....	.....	.....	.....	.....	59	240	445	644	472
Grain bags, bales	1,099	1,226	4,847	1,574	1,531	361	1,209	803	7,800	6,680
Grape root, tons	.....	.....	.....	.....	.....	24	19	49	25	31
Groceries, tons	.....	.....	.....	.....	.....	195	1,700	2,075	2,020	1,496
Hardware, tons	2,145	1,390	1,204	778	1,065	465	925	1,425	973	1,504
Hay, tons	405	190	.....	.....	.....	1,451	14	136	2,488	187
Hemp, tons	.....	.....	.....	.....	.....	.....	.....	.....	11,600	8,090
Hides, bbls.	628	3,758	1,209	797	3,862	17,623	99,717	85,000	81,960	87,960
Hops, bales	399	265	541	.....	.....	1,611	108	9,511	2,640	4,211
Household g'ds, tons	.....	.....	.....	.....	.....	427	1,928	2,348	1,911	1,625
Horse hair, tons	.....	.....	.....	.....	.....	35	62	169	19	38
Infusorial earth, tons	.....	.....	.....	.....	.....	698	1,293	1,617	839	938
Iron and steel, tons	1,073	614	1,017	309	1,317	681	4,477	2,719	4,761	6,088
Lard and sub'ts, tons	.....	.....	.....	.....	.....	20	.....	.....	282	.....

TABLE 7—(Continued)
 DOMESTIC EXPORTS BY OCEAN GOING VESSELS FROM PORTLAND, OREGON
 (Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Lead, tons	.....	.....	.....	.....	.....	5,738	5,305	7,716	7,887	4,763
Lumber, M ft.....	107,630	71,438	55,662	56,619	46,900	39,727	96,241	210,843	244,808	346,073
Machinery, pkgs. . .	384	1,073	9,338	17,337	14,381	30,520	937	10,710	6,990	8,830
Manganese ore, tons.	.....	.....	.....	.....	.....	.....	.....	.....	1,140	2,875
Meal, tons	.....	.....	.....	.....	.....	.....	265	2,544	2,178	1,693
Meats, tons	.....	.....	.....	.....	.....	64	90	136	327	185
Merchandise, tons . .	53,429	58,528	30,033	10,168	14,525	13,044	11,574	11,163	8,669	12,521
Milk, canned, tons...	.....	.....	.....	.....	.....	1,159	4,623	7,489	6,295	2,559
Milk, powder, tons...	.....	.....	.....	.....	.....	.....	.....	.....	.....	130
Millfeed, tons	19,072	20,621	4,063	6,504	6,445	12,925	21,964	39,403	30,352	31,974
Mohair, tons	.....	.....	.....	.....	.....	35	334	226	337	258
Nuts, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	67
Oats, bushels	859,586	788,014	35,848	14,065	61,683	235,545	118,829	276,496	245,653	379,538
Oils, tons	.....	.....	.....	.....	.....	177	212	344	389	784
Paints, tons	.....	.....	.....	.....	.....	74	387	1,506	1,145	1,000
Paper, tons	.....	.....	.....	.....	.....	37,691	79,620	71,660	66,193	78,176
Paper pulp, tons....	32,760	25,394	22,161	15,086	33,472	.....	.....	12,866	.....	.....
Paper, waste, tons	.....	.....	.....	.....	.....	.....	84	.....	55	.....
Paper, scrap, tons...	.....	.....	.....	.....	.....	.....	45	113	.....	.....
Pears, fresh, tons...	.....	.....	.....	.....	.....	.....	21	.....	.....	.....
Phosphate rock, tons.	.....	.....	.....	.....	.....	70	.....	.....	.....	.....
Pickles, tons	.....	.....	.....	.....	.....	.....	338	529	698	964
Pitch, tons	.....	.....	.....	.....	.....	.....	8	.....	.....	.....
Plumbing suppl's, tons	.....	.....	.....	.....	.....	.....	239	514	490	215
Potatoes, sacks	66,941	64,628	11,119	7,519	6,458	3,848	1,099	57,982	188,280	136,109

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

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Agricultural imple- ments, tons .....	.....	.....	.....	.....	.....	.....	175	1,057	637	1,067
Ammonia, tons .....	.....	.....	.....	.....	.....	.....	76	87	52	.....
Asphaltum, bbls.	74,261	46,158	24,415	73,804	77,706	29,306	17,042	15,984	15,672	15,764
Autos, tons .....	.....	.....	.....	.....	.....	101	580	752	778	1,243
Auto supplies, tons ..	.....	.....	.....	.....	.....	285	1,967	2,433	2,290	4,000
Barley, bushels .....	.....	.....	.....	.....	10,136	37,592	801,480	219,708	132	30,250
Beans, tons .....	.....	.....	.....	.....	.....	.....	.....	.....	1,206	1,416
Beverages, tons .....	.....	.....	.....	.....	.....	90	724	1,177	1,424	2,205
Butter, cases	4,250	1,902	2,407	1,711	1,779	6,406	5,396	1,550	4,880	29,100
Canned goods, cases ..	176,523	195,474	191,608	115,832	251,158	297,400	433,980	410,690	441,660	520,910
Carpets, rugs, tons ..	.....	.....	.....	.....	.....	95	295	482	359	579
Cement, sacks	840,765	327,032	232,546	729,910	450,163	571,625	642,166	485,936	601,515	924,231
Cheese, cases	20,538	2,025	854	1,295	766	2,844	3,771	3,200	3,450	2,000
Chemicals, tons .....	.....	.....	.....	.....	.....	1,878	70,818	9,265	9,662	12,472
Clay, tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	292
Coal and coke, tons ..	870	813	336	3	76	3,259	3,997	6,197	3,548	4,896
Coffee, sacks	43,372	35,916	48,093	30,230	50,455	48,850	70,792	56,044	70,545	64,292
Confectionery, tons ..	.....	.....	.....	.....	.....	804	1,966	2,082	2,599	3,327
Cooking oil, tons .....	.....	.....	.....	.....	.....	170	.....	.....	.....	.....
Copper and brass, tons .....	.....	.....	.....	.....	.....	349	454	600	837	1,409
Copra meal, tons .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	325
Corn, bushels .....	.....	.....	.....	.....	35,087	10,714	.....	.....	1,357	.....
Cotton fabrics, tons ..	.....	.....	.....	.....	.....	81	405	.....	.....	.....
Cotton linters, tons ..	.....	.....	.....	.....	.....	.....	.....	95	116	132
Dyestuffs, tons .....	.....	.....	.....	.....	.....	53	51	100	42	14
Drygoods and mer- chandise, tons .....	.....	.....	.....	.....	.....	814	4,530	7,085	5,697	7,891
Drugs, medicines, tons	.....	.....	.....	.....	.....	970	3,066	3,172	3,474	3,370

TABLE 8—(Continued)
DOMESTIC IMPORTS BY OCEAN GOING VESSELS AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Electrical g'ds, pkgs.	5,469	4,294	7,781	5,554	14,191	35,181	107,088	164,100	156,620	173,360
Explosives, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	869
Fertilizer, tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,000
Fibers, tons	.....	.....	.....	.....	.....	215	574	422	618	1,032
Fr'ts, vegetables, tons	6,325	8,041	3,431	1,936	2,898	2,418	5,085	9,470	6,597	1,717
Furniture	.....	.....	.....	.....	.....	.....	.....	851	650	1,051
Gasoline, ref. oil, bbls	.....	.....	.....	1,093,700	1,083,017	1,304,497	1,134,106	1,740,806	2,512,656	2,142,665
Glucose, tons	.....	.....	.....	.....	.....	57	.....	.....	.....	.....
Glassware, tons	.....	.....	.....	.....	.....	137	2,614	7,086	5,183	8,054
Groceries, tons	.....	.....	.....	.....	.....	2,230	6,243	8,463	7,476	5,349
Grain bags, bales	144	2,214	1,033	1,085	3,698	5,980	4,066	10,365	3,110	4,690
Grain and feed, tons	1,423	5,712	13,431	6,862	.....	.....	.....	.....	.....	.....
Hardware, tons	7,173	1,753	1,511	1,114	2,705	1,836	4,058	6,293	4,855	6,393
Hardwood, tons	.....	.....	.....	.....	.....	.....	.....	376	293	297
Hay, tons	.....	.....	.....	.....	.....	.....	.....	562	.....	.....
Hominy, tons	.....	.....	.....	.....	.....	.....	48	.....	.....	.....
Honey, tons	.....	.....	.....	.....	.....	17	.....	.....	.....	.....
Household g'ds, tons	.....	.....	.....	.....	.....	383	1,141	1,499	1,178	1,909
Ink, tons	.....	.....	.....	.....	.....	155	522	559	581	593
Iron and steel, tons	1,775	3,515	4,795	2,094	27,073	25,039	51,683	73,770	73,219	60,798
Lard, cases	.....	.....	15,425	9,247	7,488	27,493	78,444	132,067	127,200	140,567
Lead, tons	.....	.....	.....	.....	.....	46	354	158	544	184
Leather, hides, rolls	.....	822	513	486	762	1,381	7,278	10,090	5,440	6,540
Linoleum, tons	1,764	.....	.....	.....	.....	759	1,693	2,013	1,417	1,958
Lime, bbls.	.....	.....	.....	.....	.....	1,048	2,316	550	.....	.....
Livestock, number	15	.....	.....	.....	.....	.....	.....	.....	.....	.....
Logs, M ft. B. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,844
Lubricating oils, tons	.....	.....	.....	.....	.....	.....	3,213	4,496	6,296	8,773
Lumber, M ft. B. M.	943	1,346	1,126	1,015	1,016	963	2,926	12,861	1,972	2,423
Machinery, pkgs.	1,630	1,220	3,106	805	3,161	20,569	26,699	71,650	44,600	56,510

TABLE 8—(Continued)
DOMESTIC IMPORTS BY OCEAN GOING VESSELS AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Magnesite, tons	1,639	1,009	415	20	.....	.....	.....	.....	.....	.....
Meal, tons	.....	.....	.....	.....	3,015	708	1,701	1,445	1,258	1,746
Merchandise, tons	39,791	43,258	57,064	25,383	32,782	16,326	10,362	19,254	14,219	11,868
Milk, canned, tons	.....	.....	.....	.....	.....	389	667	344	442	398
Miscellaneous, pkgs.	4,279	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molasses, gals.	.....	.....	.....	416,667	695,423	.....	.....	.....	.....	.....
Nuts, tons	.....	.....	.....	.....	.....	323	1,762	.....	901,695	.....
Oil, fuel, bbls.	5,190,410	5,266,640	5,694,754	4,995,487	5,478,158	4,452,403	293	128	268	374
Oakum and packing, tons	.....	.....	.....	.....	.....	.....	5,238,345	6,910,464	6,774,557	7,562,680
Oyster shells, tons	.....	.....	.....	.....	.....	20	43	53	.....	.....
Paints and oils, pkgs.	45,620	30,325	31,062	19,131	47,975	588	3,803	2,765	3,555	4,258
Paper, tons	.....	.....	.....	.....	.....	61,761	116,510	101,300	111,106	113,627
Paper goods, tons	.....	.....	.....	.....	.....	2,377	6,202	9,290	3,940	10,358
Peanuts, tons	.....	.....	.....	.....	.....	.....	.....	.....	4,649	.....
Pepper, tons	.....	.....	.....	.....	.....	.....	.....	223	123	455
Pianos and musical instruments, tons	.....	.....	.....	.....	.....	.....	89	17	.....	.....
Pig iron, tons	.....	.....	.....	.....	.....	204	528	828	409	330
Pineapple, canned, cases	.....	.....	.....	.....	.....	.....	.....	750	679	45
Plaster, sacks	48,996	66,201	36,644	10,904	59,972	32,270	.....	82,560	53,640	77,680
Plumbing supplies, tons	.....	.....	.....	.....	.....	.....	5,279	50,140	74,080	27,020
Powder, cases	1,165	5,132	9,952	11,414	3,933	.....	13,198	32,962	34,425	32,529
Rice, sacks	9,652	15,902	43,813	33,007	33,631	4,012	7,709	19,120	9,460	.....
Roofing, tons	.....	.....	.....	.....	.....	28,528	31,834	39,420	47,860	36,200
Rosin, tons	.....	.....	.....	.....	.....	.....	1,526	2,609	7,387	12,910
Rye, bushels	.....	.....	.....	.....	.....	275	664	828	1,220	722
	.....	.....	.....	.....	1,143	.....	.....	.....	.....	.....

TABLE 8—(Continued)
DOMESTIC IMPORTS BY OCEAN GOING VESSELS AT PORTLAND, OREGON
(Merchants' Exchange Records, Portland, Oregon)

Commodity and unit	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Rubber, tons	105,995	100,881	113,592	51,277	78,598	333	1,074	2,304	1,726	2,119
Salmon, cases	157,714	222,657	201,272	197,837	247,793	49,696	83,374	83,640	73,720	57,280
Salt, sacks	.....	.....	.....	.....	.....	216,276	354,519	403,280	344,440	326,680
Seeds, tons	.....	.....	.....	.....	.....	52	659	352	386	309
Shoes, tons	.....	.....	.....	.....	.....	20	129	401	232	74
Soap, cases	.....	.....	.....	.....	.....	70,219	107,541	130,613	124,078	161,760
Sisal, tons	.....	.....	16,170	21,931	49,666	402	528	296	213	1,044
Soda, tons	.....	.....	.....	.....	.....	.....	343	.....	.....	.....
Starch, tons	.....	.....	.....	.....	.....	48	22	854	770	589
Stationery and supplies, tons	.....	.....	.....	.....	.....	270	1,775	1,873	1,727	999
Sugar, sacks	415,583	472,043	541,113	500,324	542,066	570,338	855,478	944,420	972,000	922,340
Sulphur, sacks	2,781	7,010	4,323	1,884	13,016	.....	.....	.....	.....	.....
Sulphur, bulk, tons	.....	.....	.....	.....	.....	7,695	14,524	15,115	15,889	17,140
Syrup, tons	.....	.....	.....	.....	.....	1,793	1,623	7,285	1,879	2,827
Tanbark, cords	.....	408	.....	.....	.....	.....	200	243	160	168
Tea, tons	.....	.....	368	16	450	.....	250	175	210	198
Linplate, tons	630	235	146	365	354	102	18,126	18,756	14,607	17,984
Tobacco, pkgs.	3,267	8,049	15,904	5,744	3,759	60,794	156,757	191,420	171,360	134,560
Toys, tons	.....	.....	.....	.....	.....	122	276	396	559	570
Turpentine, tons	.....	.....	.....	.....	.....	40	58	59	192	197
Twine, cordage, tons	.....	.....	.....	.....	.....	430	924	1,191	1,202	1,591
Vegetable pulp, sks.	.....	.....	.....	.....	.....	34,676	25,250	6,780	3,340	18,640
Wax, tons	52,743	51,405	23,600	9,400	11,644	.....	649	483	133	314
Wheat, bushels	.....	.....	.....	.....	.....	600	6,337	20,471	4,900	81,443
Woodenware, tons	.....	.....	.....	.....	.....	.....	.....	434	217	74
Wood mfg., tons	.....	.....	.....	.....	.....	.....	.....	123	243	56
Wool, bales	2,960	563	366	106	.....	425	966	1,093	6,867	4,040
Zinc, tons	.....	.....	.....	.....	.....	.....	37	5	88	43

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

Bushels

Year	Wheat		Barley		Oats	
	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic
1908.....	13,039,956	3,441,601	977,057	353,531	188	203,784
1909.....	5,368,181	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	1,250,378	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	.....	667	.....	35,848
1919.....	2,011,273	98,500	.....	1,446	26,055	14,065
1920.....	11,378,275	13,711	.....	2,519	20,518	61,813
1921.....	37,240,987	206,669	223,155	4,418	16,445	235,545
1922.....	23,601,755	45,125	.....	71	8,050	119,139
1923.....	17,732,996	1,051,525	.....	4,371	7,252	276,496
1924.....	20,426,482	2,520,739	427,471	21,491	.....	249,078
1925.....	7,252,402	2,644,901	253,251	30,083	8,410	379,538

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

Year	—Flour (bbls.)—		Lumber (M. F. B. M.)	
	Foreign	Domestic	Foreign	Domestic
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	238,997
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	45,531	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
1922.....	1,102,614	638,064	239,904	96,241
1923.....	1,521,575	638,064	323,615	210,843
1924.....	1,324,876	918,371	333,000	244,808
1925.....	638,461	1,071,223	270,444	346,073

TABLE 11
IMPORTS BY COMMODITIES AT PORT OF PORTLAND, ORE., FOR FISCAL YEARS ENDING JUNE 30
(U. S. Custom House Records, Portland, Oregon)

Commodity	1917	1918	1919	1920	1921	1922	1923	1924	1925
Bags and burlap.....	\$ 412,807	\$	\$ 201,745	\$ 566,663	\$1,156,111	\$ 100,321	\$ 312,589	\$ 291,702	\$ 845,517
Butter .....	.....	.....	11,836	.....	.....	.....	.....	.....	.....
Cement	8,077	.....	.....	.....	.....	.....	31,753	178,772	153,957
Chemicals .....	.....	11,522	20,968	.....	.....	.....	.....	.....	.....
Coal	11,744	.....	38,044	.....	.....	.....	.....	.....	.....
Coffee	11,610	.....	.....	.....	127,140	735,011	517,222	609,742	685,602
Coke .....	.....	.....	.....	.....	4,000	.....	.....	.....	.....
Copra	168,802	2,039,876	732,940	384,972	.....	742,100	2,257,015	2,106,804	1,284,306
Cotton manufactures..	24,879	27,071	20,214	87,440	99,205	51,271	77,367	70,252	65,941
Creosote .....	.....	.....	.....	127,625	198,875	.....	.....	199,764	221,885
Earthenware	25,660	37,071	20,109	28,075	83,325	93,302	155,399	205,214	215,126
Equipment for vessels.	.....	269,146	141,063	.....	.....	.....	.....	.....	.....
Fibres	322,748	120,391	109,511	114,551	162,137	97,817	125,681	203,567	133,659
Glass .....	.....	.....	.....	.....	120,706	302,902	326,637	247,578	85,709
Hemp .....	.....	.....	.....	1,267,093	250,843	127,698	217,231	743,467	540,257
Hides, pelts, tallow..	112,135	29,867	42,198	40,529	3,146	.....	18,199	9,461	7,765
Household goods.....	55,676	38,826	35,865	78,847	61,009	71,722	117,611	111,900	71,350
Iron and steel.....	.....	.....	111,087	26,004	74,439	97,313	221,323	347,660	366,392
Linseed .....	.....	.....	.....	.....	.....	166,924	499,022	189,512	71,966
Lumber	32,200	73,419	.....	.....	.....	.....	.....	.....	.....
Maple sugar .....	.....	.....	10,979	.....	.....	.....	.....	.....	.....
Machinery .....	.....	.....	.....	8,568	9,634	.....	.....	.....	.....
Miscellaneous	376,572	224,103	266,840	844,327	1,068,222	1,448,265	2,631,416	3,283,400	4,288,024
Nitrates .....	.....	.....	.....	84,531	152,738	47,629	49,049	63,715	26,991

TABLE 11—(Continued)

IMPORTS BY COMMODITIES AT PORT OF PORTLAND, ORE., FOR FISCAL YEARS ENDING JUNE 30

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

Commodity	1917	1918	1919	1920	1921	1922	1923	1924	1925
Oats	\$.....	\$ 27,175	\$ 20,438	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
Oil cake .....	.....	.....	.....	19,822	127,842	201,301	216,441	392,742	406,823
Oils	16,008	8,541	9,034	.....	.....	40,340	173,306	.....	.....
Peanut oil .....	.....	.....	.....	35,678	1,645	1,431	1,970	.....	1,172
Peanuts .....	.....	4,666	.....	.....	.....	.....	.....	.....	.....
Provisions .....	.....	.....	.....	61,027	.....	.....	.....	.....	.....
Rice	72,502	72,429	6,321	15,805	27,907	17,102	33,231	28,575	33,865
Rubber .....	.....	.....	.....	1,415,750	4,077	17,412	22,343	87,912	244,220
Seeds, plants, bulbs...	160,234	63,104	31,512	875,472	302,189	19,010	40,574	22,947	13,325
Silk and manufactures.	.....	67,216	36,278	146,043	197,829	265,267	149,687	115,303	113,601
Soya bean oil.....	.....	.....	.....	561,457	348,396	.....	68,169	.....	3,129
Sugar .....	.....	.....	.....	42,752	31,718	20,734	168,146	261,089	178,843
Sulphur	84,809	.....	.....	.....	.....	.....	.....	.....	.....
Table food prept'ns...	.....	.....	.....	.....	75,572	32,672	34,425	68,977	48,303
Tea	64,426	104,194	81,438	38,219	65,910	303,273	282,095	204,644	207,486
Tin in bars.....	4,221	6,419	36,490	53,299	45,855	18,390	40,482	.....	1,128
Tobacco	19,501	13,447	17,178	.....	.....	.....	.....	.....	.....
Toys	15,526	.....	.....	19,650	53,621	88,832	100,786	99,112	50,959
Vegetables .....	.....	54,949	25,002	.....	.....	.....	.....	.....	.....
Wheat .....	.....	78,900	.....	40,200	15,193	.....	.....	.....	.....
Wood	14,344	11,285	30,387	.....	.....	.....	.....	.....	.....
Wool and wool mfrs...	10,633	7,111	1,167,911	18,323	144,315	1,422,356	710,041	265,279	130,057
Totals.....	\$2,025,114	\$3,350,728	\$3,225,388	\$7,042,702	\$5,014,199	\$6,530,395	\$9,599,210	\$10,409,090	\$10,497,758
Goods in bond, not inc. in above figures.....	.....	.....	.....	.....	.....	2,750,989	3,565,948	4,933,179	3,312,540

TABLE 12
IMPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING JUNE 30
(U. S. Custom House Records, Portland, Oregon)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
Africa									
British East	\$	\$	\$	\$	\$	\$ 24,447	\$ 1,188	\$ 389	\$ 2,371
British South .....	.....	.....	.....	.....	1,142	.....	.....	.....	.....
Egypt .....	.....	.....	.....	349	.....	.....	9,051	161	168
Asia									
China	117,986	70,957	42,805	236,161	530,728	1,569,814	762,882	302,541	467,059
East Indies, British...	1,548	1,535	126,742	289	3,384	.....	14,561	25,122	14,780
East Indies, Dutch...	13,336	.....	76,256	53,318	52,641	101,474	91,637	130,335	223,107
Hong Kong	69,429	68,257	42,278	114,165	169,934	101,732	123,712	130,203	124,844
India, British	419,695	.....	126,113	598,368	1,169,232	114,485	323,480	300,834	850,906
Japan	454,269	440,036	169,433	834,973	807,264	896,152	815,861	637,006	623,292
Korea .....	.....	.....	.....	.....	.....	.....	300	.....	201,362
Kwantung .....	.....	.....	.....	191,308	380,010	77,322	141,830	88,206	.....
Russia, Asiatic	125	.....	.....	776,115	140,694	.....	.....	.....	.....
Straits Settlements ..	4,249	.....	36,490	1,463,147	31,104	21,779	94,722	93,736	265,300
All other ports .....	.....	.....	.....	.....	.....	.....	3,468	264	1,802
Siam .....	.....	91	.....	1	.....	.....	111	.....	.....
Oceania									
Australia .....	.....	1,658,877	1,582,129	6,391	4,521	33,217	153,796	25,662	13,756
British Oceania	111,035	313,196	80,033	396,934	.....	76,950	574,860	.....	.....
Hawaii .....	.....	300	.....	.....	.....	.....	.....	.....	.....
New Zealand	14,895	3,941	143,862	88,384	2,674	1,276	19,938	20,802	24,268
Philippines	330,823	185,938	123,645	1,356,055	379,827	1,289,045	3,083,686	4,814,378	3,703,147

TABLE 12—(Continued)

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

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

	1917	1918	1919	1920	1921	1922	1923	1924	1925
Europe									
Austria-Hungary	\$ 50	\$	\$	\$	\$ 2,941	\$ 909	\$ 733	\$ 9,777	\$ 60,654
Belgium				8,263	131,309	336,923	340,135	532,138	432,047
Czecho-Slovakia					205	3,365	18,769	18,892	22,827
Danzig-Poland								1,530	432
Denmark	610	125		983	16,878	2,372	9,867	8,785	4,781
Finland									
France						828			181
Germany	3,941	10,632	1,224	38,485	46,369	63,003	65,435	60,966	57,384
Gibraltar	11,686		177	1,162	62,553	156,999	249,343	273,213	249,550
Greece				799					18
Ireland	6,813			4,560	15,758	18,397	23,515	17,895	15,292
Italy						4,281	14,141	13,389	
Netherlands	8,700	4,104	3,188	13,410	7,693	36,544	43,570	52,741	40,748
Norway	20,023	2,509		140,424	25,013	81,105	193,726	168,576	322,694
Russia	1,992	1,035	799	7,303	34,848	78,405	226,092	148,591	103,577
Spain							344	1,072	2,079
Sweden	181						2,214	2,610	6,250
Switzerland	14	16		164	9,532	74,794	54,653	172,077	68,738
Turkey				44	379	1,104	5,982	1,415	1,951
United Kingdom		274,072	192,228	184,044	4,060			347	457
	114,324				472,307	369,013	445,456	621,781	427,195

TABLE 12—(Continued)
IMPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING JUNE 30
(U. S. Custom House Records, Portland, Oregon)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
North America									
Canada	\$ 301,775	\$ 341,338	\$ 474,095	\$ 518,706	\$ 179,221	\$ 154,203	\$ 509,333	\$ 676,760	\$1,191,832
Cuba	4,311	3,493	2,641	12,557	12,154	.....	400	348	5,875
Guatemala	10,575	.....	.....	.....	5,826	.....	54,810	57,661	30,093
Jamaica .....	.....	276	.....	.....	.....	.....	.....	.....	.....
Mexico .....	.....	.....	.....	.....	.....	67,098	.....	28,474	31,000
Nicaragua .....	.....	.....	1,250	.....	.....	.....	19,219	54,910	72,000
Panama	800	.....	.....	.....	.....	800	12,034	14,316	21,600
Salvador .....	.....	.....	.....	.....	.....	18,270	91,856	18,189	22,306
West Indies, British .....	.....	.....	.....	.....	.....	.....	.....	4,116	2,145
South America									
Argentina .....	.....	.....	.....	.....	.....	61,981	427,257	208,343	144,255
Brazil	46	.....	.....	.....	153,880	398,489	414,680	476,847	440,495
Chile .....	.....	.....	.....	35,678	122,394	47,629	51,673	64,225	26,991
Colombia .....	.....	.....	.....	.....	19,469	245,875	108,890	126,473	113,104
Peru .....	.....	.....	.....	163	18,255	.....	.....	.....	.....
All other ports .....	.....	.....	.....	.....	.....	315	.....	2,994	3,055
Totals	\$2,025,114	\$3,380,728	\$3,225,388	\$7,042,702	\$5,014,199	\$6,530,395	\$9,599,210	\$10,409,090	\$10,497,758
Goods in bond, not inc. in above figures .....	.....	.....	.....	.....	.....	2,750,989	3,565,948	4,933,179	3,312,540

TABLE 13
EXPORTS BY COMMODITIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING JUNE 30
(U. S. Custom House Records, Portland, Oregon)

Commodity	1917	1918	1919	1920	1921	1922	1923	1924	1925
Apples, fresh	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	.....	\$2,683,762
Autos and cycles	.....	.....	101,931	92,228	101,758	105,522	156,941	272,952	301,346
Barley	.....	.....	.....	.....	49,000	109,848	.....	.....	565,828
Caulstic soda	.....	.....	.....	227,964	.....	.....	.....	.....	.....
Coal	.....	.....	.....	85,388	3,675	.....	.....	.....	.....
Copper	.....	.....	642,053	.....	.....	.....	.....	.....	.....
Cordage	.....	.....	8,058	.....	.....	.....	.....	.....	.....
Cotton	.....	.....	.....	6,855,507	233,646	82,962	.....	.....	.....
Fuel, gas and oil	.....	.....	.....	12,219	.....	.....	.....	.....	.....
Fish	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour	36,105	6,751,045	23,088,049	16,931,906	10,328,925	7,667,267	7,590,098	13,638,413	5,482,949
Fruits	3,600	.....	.....	.....	155,384	1,861,285	2,921,623	2,486,941	1,543,089
Hides	.....	.....	.....	.....	84,993	433,386	290,146	904,228	1,030,292
Hops	.....	.....	.....	217,768	120,315	21,090	5,745	.....	811
Iron and steel mfgs	163,025	102,150	1,156,280	2,999,506	1,295,017	824,892	110,373	97,051	112,461
Lead, in pigs, etc.	.....	.....	.....	.....	.....	.....	.....	.....	455,914
Lumber	.....	1,835,117	1,550,953	.....	5,375,302	9,108,117	8,946,323	17,953,715	11,884,448
Machinery	.....	.....	.....	891,539	1,129,749	833,983	217,004	209,730	67,675
Miscellaneous	5,519	80,129	92,898	1,036,909	674,522	1,385,793	1,493,137	1,305,034	1,933,120
Milk, condensed	.....	39,270	.....	287,598	482,326	219,191	1,029	.....	2,748
Oatmeal	.....	253,193	.....	.....	.....	.....	.....	.....	.....
Paper	.....	.....	121,928	488,066	343,366	270,702	.....	.....	.....
Paraffin	131,928	.....	.....	.....	106,414	.....	.....	123,408	227,110
Prunes, dried	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railroad ties	.....	64,869	.....	614,146	1,089,797	91,174	.....	280,924	1,098,209
Salmon, canned	.....	.....	.....	97,392	453,633	739,718	669,669	381,899	873,319
Tablefood prepts	.....	121,679	85,417	.....	.....	.....	.....	.....	.....
Tallow	.....	.....	171,312	.....	.....	.....	.....	.....	.....
Tinplate	.....	.....	.....	391,874	44,860	.....	.....	.....	.....
Tobacco	.....	.....	261,710	.....	.....	.....	.....	.....	.....
Wheat	3,019,710	957,993	3,237,930	6,298,579	47,057,289	42,346,440	18,039,685	27,535,376	19,759,933
Totals	\$4,190,695	\$10,205,445	\$30,518,519	\$42,812,891	\$69,129,971	\$66,101,370	\$40,441,773	\$65,179,671	\$48,012,254

TABLE 14
EXPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING JUNE 30
(U. S. Custom House Records, Portland, Oregon)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
Africa									
British East	\$.....	\$.....	\$ 27,630	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....
French .....	.....	.....	.....	.....	754,936	362	615,626	.....	.....
British South	6,579	45,911	59,787	175,967	850,573	78,714	61,968	900	87,020
Egypt .....	.....	.....	.....	833,460	785,945	5,875	2,273	350	7,875
Asia									
China	140,768	301,144	978,783	3,306,796	4,172,102	5,115,929	4,984,687	16,814,442	2,738,608
China, Jap. ....	.....	.....	.....	304,049	.....	.....	.....	.....	.....
East Indies, Dutch .....	.....	.....	.....	785	553,806	46,242	82,707	15,855	5,952
British East Indies .....	.....	.....	.....	.....	.....	343	.....	60	.....
Hong Kong .....	.....	.....	357,717	780,229	496,440	901,154	810,897	1,828,938	830,560
India, British	87	.....	.....	140,684	206,607	1,539,682	84,940	9,157	2,236
Japan	218,572	176,150	25,000	11,933,714	3,042,547	15,511,897	8,512,091	19,016,085	9,098,925
Korea .....	.....	.....	.....	910	40	206,223	88,100	96,345	3,394
Kwantung .....	.....	.....	.....	.....	242,816	1,410,150	940,762	2,817,151	179,315
Russia, Asia .....	.....	.....	.....	.....	894	180,495	60	.....	136,514
Straits Settlements .....	.....	.....	.....	1,041	2,125	317	4,304	8,352	28,242
Siam .....	.....	.....	.....	509	450	2,275	.....	148	26
All other ports.....	.....	.....	.....	.....	.....	.....	.....	61	.....
Europe									
Belgium .....	.....	.....	.....	.....	1,103,899	563,876	243,301	390,715	604,004
Danzig and Poland .....	.....	.....	.....	.....	551,576	.....	.....	2,155	31,325
Denmark .....	.....	.....	.....	.....	204	110,094	53,714	78,297	89,384
Finland .....	.....	.....	.....	.....	.....	.....	10,391	4,188	5,474
France .....	.....	.....	26,035,785	13,233,658	2,461,650	558,592	403,897	285,609	39,043
Germany .....	.....	.....	.....	.....	5,903,846	2,113,685	239,678	245,195	1,589,789
Gibraltar .....	.....	.....	.....	.....	440,000	299,000	.....	1,220	.....
Greece .....	.....	.....	.....	.....	1,093	.....	.....	.....	.....
Ireland .....	.....	.....	.....	.....	.....	6,240,897	2,460,627	2,348,005	.....
Italy .....	.....	.....	450,000	.....	4,098,721	1,413,666	1,541,583	683,397	39,368
Netherlands .....	.....	.....	.....	58,675	2,787,113	1,117,095	305,781	609,464	1,069,400
Norway .....	.....	.....	.....	46	.....	4,008	500,150	84,497	448,511

TABLE 14—(Continued)
EXPORTS BY COUNTRIES AT PORT OF PORTLAND, OREGON, FOR FISCAL YEARS ENDING JUNE 30
 (U. S. Custom House Records, Portland, Oregon)

	1917	1918	1919	1920	1921	1922	1923	1924	1925
United Kingdom	\$3,034,791	\$1,891,690	\$ 782,568	\$8,176,302	\$32,850,510	\$24,263,454	\$13,937,640	\$13,587,417	\$22,624,870
Spain	.....	.....	.....	851,373	823,000	289,835	5,766	6,399	3,906
Sweden	.....	.....	.....	272,158	.....	7,835	32,836	30,847	95,889
Turkey in Europe	.....	.....	.....	.....	.....	.....	693	.....	.....
All other ports	.....	.....	.....	.....	.....	.....	.....	300,973	6,350
North America									
Canada	151,296	.....	334,759	367,420	9,245	1,479	242,950	194,637	65,116
Costa Rica	.....	1,339	.....	564	429	2,240	1,670	1,352	.....
Guatemala	.....	11,428	.....	.....	.....	64,173	96,472	15,400	14,589
Mexico	3,600	.....	19,243	11,900	71,299	242,654	20,010	56,358	109,936
Panama	30,169	.....	183,924	315,782	2,363,600	11,015	577,220	966,588	2,536,911
Honduras	.....	.....	.....	.....	2,055	3,548	12,985	.....	.....
Nicaragua	.....	.....	.....	12,067	1,910	20,973	36,232	5,745	9,770
Salvador	.....	8,424	.....	8,668	14,228	338,815	197,275	72,799	184,257
Santo Domingo	.....	.....	.....	.....	57,504	.....	.....	.....	.....
All other ports	.....	.....	.....	.....	.....	.....	.....	1,651	.....
South America									
Argentina	.....	.....	14,751	25,000	.....	17,092	201,774	88,820	130,106
Bolivia	.....	36,968	.....	34,922	33,940	10,457	23,240	38,473	15,360
Brazil	.....	.....	.....	.....	279,964	15,387	652	5,439	144,990
Chile	114,190	391,426	62,219	305,195	191,231	141,601	248,305	487,965	245,676
Colombia	.....	.....	.....	2,281	23,629	7,237	.....	4,754	3,757
Cuba	.....	.....	.....	92,555	13,607	.....	.....	.....	.....
Ecuador	.....	.....	.....	.....	83,088	182,275	241,304	144,399	178,877
Peru	19,396	228,541	199,927	165,634	1,593,042	1,447,756	419,898	647,283	577,350
Uruguay	.....	.....	.....	.....	.....	.....	.....	79,036	31,367
All other ports	.....	.....	.....	.....	.....	.....	.....	.....	7,942
Oceania									
Australia	464,524	352,553	237,025	666,441	681,704	730,045	1,301,827	2,058,375	2,774,002
French Oceania	.....	.....	17,298	.....	82,468	.....	.....	.....	9,882
New Zealand	6,723	.....	.....	9,798	73,648	74,575	18,332	41,128	144,811
Philippine Islands	.....	.....	732,103	727,174	1,443,835	770,201	793,596	1,003,247	1,061,475
Miscellaneous	.....	.....	.....	.....	.....	22,386	76,122	.....	.....
Totals	\$4,190,695	\$10,205,445	\$30,518,519	\$42,812,891	\$69,129,971	\$66,101,370	\$40,441,773	\$65,179,671	\$48,012,254

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 Coast Trade		
No.	Tons	No.	Entered	Cleared	No.	Entered	Cleared	No.
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	...	836	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	...	20	68,658	445
1919.	14	15,916	140	346,641	...	51	176,800	434
1920.	82	282,010	193	589,188	19	65,970	592,684	553,510
1921.	331	1,207,456	343	1,246,647	138	572,298	95,142	481
1922.	317	1,148,743	355	1,284,965	272	1,070,783	685,509	414
1923.	373	1,377,048	373	1,377,010	292	1,175,592	923,608	572
1924.	435	1,616,520	431	1,594,637	278	1,118,116	1,161,462	658
1925.	383	1,422,339	405	1,578,626	274	1,083,456	1,099,979	607
							1,098,918	616
							1,094,381	562
							854,549	539
								812,157

*Entries prior to 1918 included in Pacific Coast Trade.

Sweeney, Varney & Straub
Printers and Binders
Portland, Ore.