



**PORTLAND,  
OREGON.**

COMPLIMENTS OF  
**STAVER & WALKER,**  
*MACHINERY & VEHICLES,*  
PORTLAND, - OREGON.



MOUNT HOOD.

## PORTLAND, OREGON.

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THE following description of the city of Portland is not intended as a history of the city, nor is it written with intent to advertise individual citizens or enterprises, or to promote any special interests, its sole object being to give to the stranger a correct idea of what the city is as a place of business and of residence. To do this it has not been considered necessary to do more than to describe the city as a center of trade, commerce and manufacture, with her opportunities for profitable investments ; to give the causes which have placed her in the position in the business world which she now occupies ; to point out the future possibilities and probabilities, and to describe those attractions of surroundings and social life which make material prosperity valuable and the city attractive as a home.

In what we call the city of Portland, and what is known to the world at large as one city under that name, there are in fact three separate municipal corporations—Portland, East Portland and Albina. Lying side by side, and united in business interests and all else but the name, they are at this time as much one city in fact as though they were one city in law. They are soon to be united as one city under the common name of Portland. No perfect description of one that does not include all is possible, and in what follows they are all included under the one name by which they are now known as one.

In the strength of her position as a trade center, as in the natural beauty of her surroundings, Portland is certainly unique. That she presently occupies the position of trade, manufacturing and financial center to the vast territory embraced in the Pacific Northwest, is a fact that can as little be ques-

tioned as that the mountain ranges, valleys and mighty rivers which have made her such in the past, and will maintain her as such for all time to come, have crowned her with a beauty which can not be found elsewhere.

This triune city is located on the Willamette river, just above its confluence with the Columbia, and at the extreme head of navigation for deep sea vessels, of both rivers. Whatever may have been the case with other commercial centers, there certainly was no such thing as a deliberate selection of the site on which Portland is located, as a point at which to build a city. Nor yet has there ever been, thus far in her history, any of that forcing of growth, by attempts to bring to the city what has not come to her by virtue of what might well be termed the attraction of gravitation, and she owes as well her birth as her growth, to the operation of natural causes, which makes true, in her case at least, the old saying that "cities are not made but grow."

### As a Sea Port.

In the days of the first settlement of the country, when there were no cities, but few villages, and there was neither city, village, house nor aught else save primeval forest where the city of Portland now stands, an ocean vessel visited the Pacific Northwest, having a cargo of general merchandise to be disposed of to the then scattered settlers, and seeking an outward cargo of the products of the country. There being then no railroads or steamer lines, and but few wagon roads, it was not only convenient but necessary that this vessel should come as near to the consumers of its inward and producers of its outward cargo, as was at all possible. As the only way open to come nearer

to the settlements than it would have been at the sea shore, it followed the course of the Columbia and its tributary the Willamette river, to the extreme head of navigation for sea-going vessels. At the point where it was stopped for want of sufficient depth of water to go further, those in charge opened a store, on the banks of the river, for the sale of their cargo. The spot where that store was located was, from this time on, the center of collection and distribution for the entire country. In increasing numbers each year, other ocean vessels followed this first vessel to this same spot, then, as necessary to collect the outward and distribute the inward cargo, wagon roads were built to this same point, and river steamer lines were established, which centered here. As the population of the country increased, the trade increased, and, little by little, other stores and warehouses followed the first store; residences, public buildings, improved streets, water and gas supply, and all that the growth of a city brings, followed. And so, prior to the time when the railroad had been added to the sailing vessel and steamship as a means of communication with the rest of the world, there grew up around the spot where that first store had stood, a trade and commerce extending to all parts of the world,

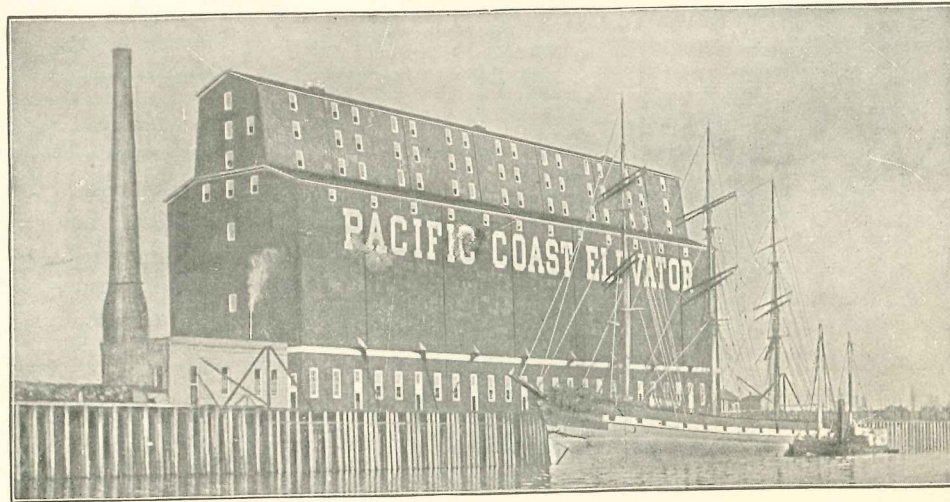
and numbering its annual arrivals and departures of sea-going vessels by the hundreds. With the growth of this trade and commerce, grew the city of Portland, for the spot where that first store stood, is the center of the business portion of the city of Portland of to-day.

While, to the superficial observer, the fact that the city is situated one hundred miles from the sea, by the course of the river which affords the

means by which sea-going vessels reach her wharves, may appear as a disadvantage, this is in fact the very advantage which led to her first establishment; and subsequent attempts to divert the ocean trade from her wharves, have only served to prove that this is the controlling influence which has made all these attempts failures.

In the early days, when the city, then in her infancy, was but little more than a village, and her principal and only regular, means of communication with the outside world was a line of

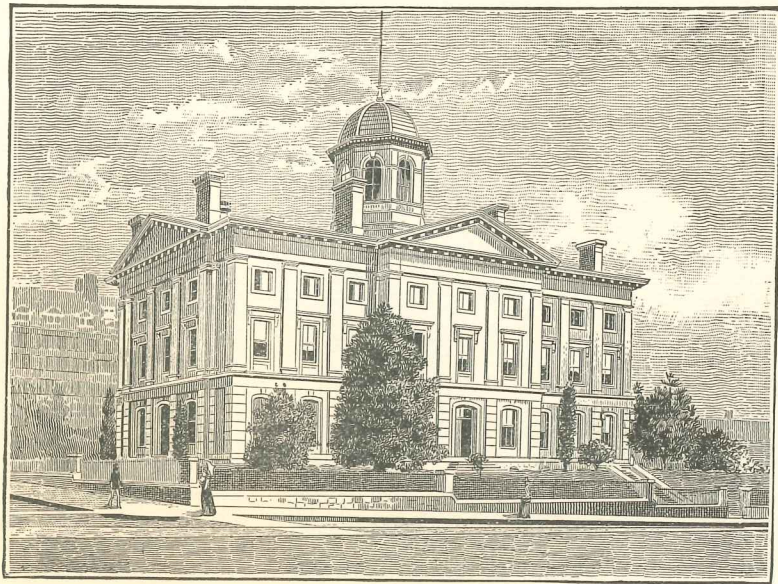
steamers plying between her and the city of San Francisco, the owners of this line conceived the idea of diverting the trade of Portland to some other point to their own advantage. They laid out a new town, on the Columbia river some thirty miles below Portland, they built there large wharves and warehouses, they refused to run their steamers to Portland, they refused to



Erected in 1889.

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## Portland, Oregon.



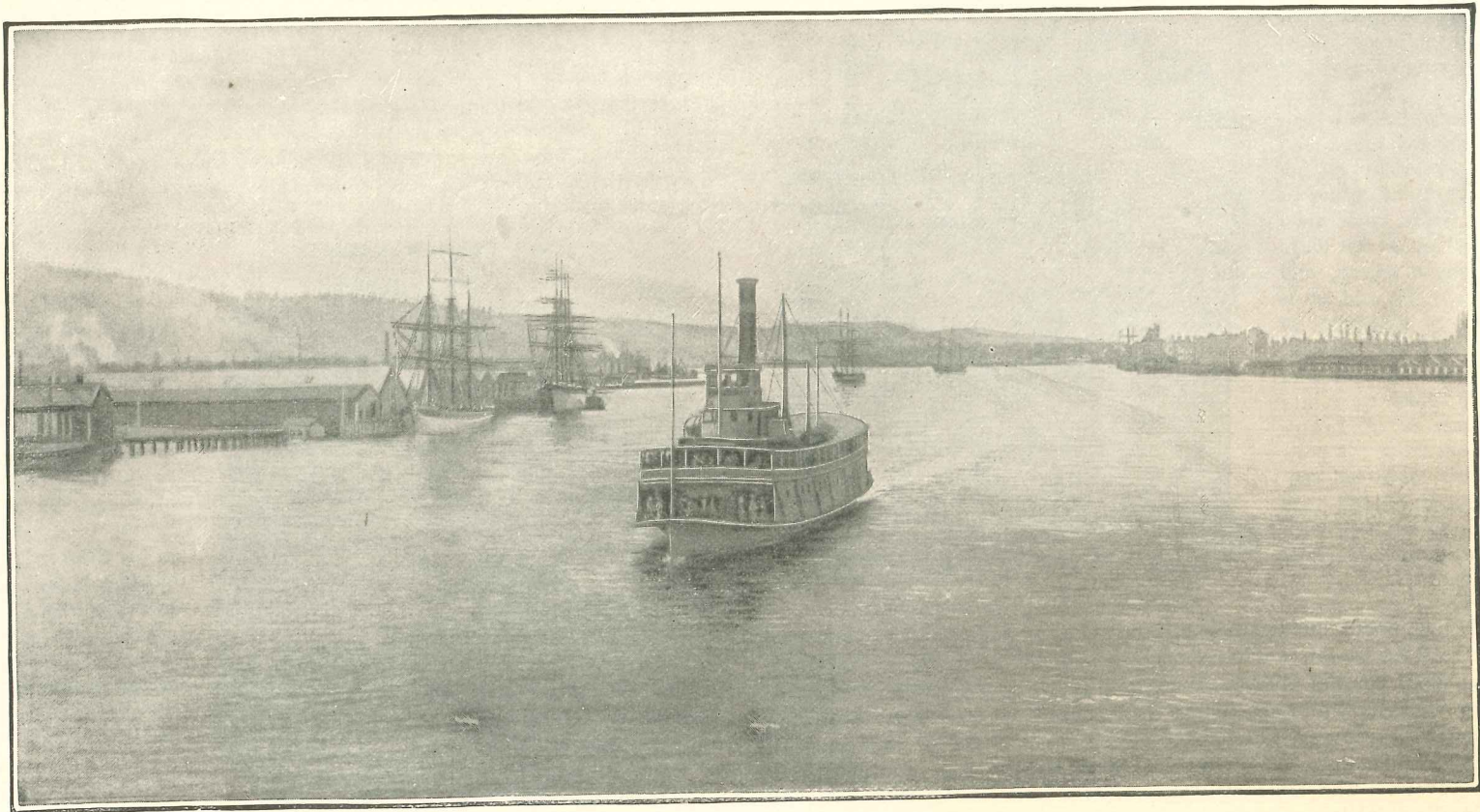
POST OFFICE AND CUSTOM HOUSE.

1167

trade with her, save at arm's length and by way of their new city. Portland was not then able to, nor did she meet this with any counter move. In fact, the greater portion of the then population of the city were looking only for the benefits to be derived from being at the trade center, were ready to move with it, and indifferent as to where it was. But Portland continued to grow and the new city did not grow. The steamship company might stop

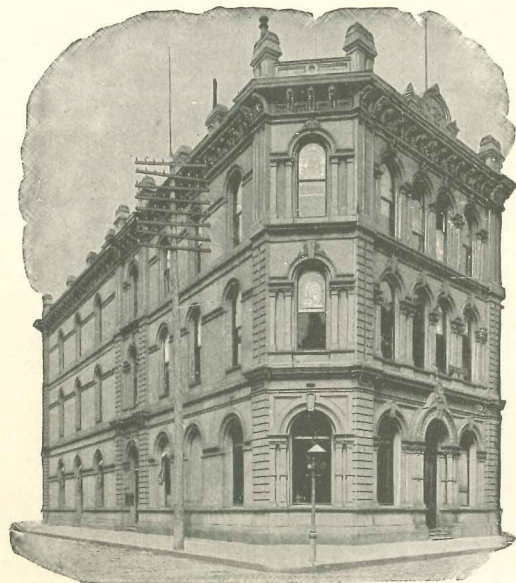
its steamers there, but other vessels continued on past the new city and to the wharves of Portland, where the river steamer and wagon road still continued to meet the ocean vessel, and in the end the steamship company was compelled to abandon its new city, that was to be, and return to the wharves of Portland. The wharves and warehouses that were built have decayed and passed away, and naught is left to tell of the attempt save a legend and a small village.

But a few years before the building of railroads, another attempt was made to divert the trade and commerce which centered at Portland, to a point nearer the sea. But this time it was to be carried to the mouth of the river and the harbor of Astoria, and the attempt was to be made by a carrier, not from the side of the sea, but from the side of the land. The company then controlling the lines of transportation between Portland and the country east of the Cascade mountains and Portland and Astoria, undertook to secure to itself the entire trade between Portland and the sea, and to this intent erected large wharves at Astoria, increased its facilities, and undertook to arrange for the carrying, by its river steamers, of all inward and outward cargoes of ocean vessels, to and from that city, stopping the ships at its wharves there, to discharge and take on their inward and outward cargoes. As in the first instance Portland took absolutely no action in the matter, but the attempt proved a failure, from the inability of the company to divert the trade and secure the carrying of the cargoes, even when left entirely to its own devices. The ocean vessels continued, as of old, to discharge their inward and take on their outward cargo at Portland, for the simple reason that they could thus save more than half the actual cost of transporting them by other means to and from a point nearer the sea. The legitimate river trade increased until there was plenty of demand for the added steamboats and larger wharves. But the attempt to stop the sea-going vessels short of the wharves of Portland was as absolutely a failure in the latter years as it had been in the former.



THE RIVER NORTH FROM RAILROAD BRIDGE.

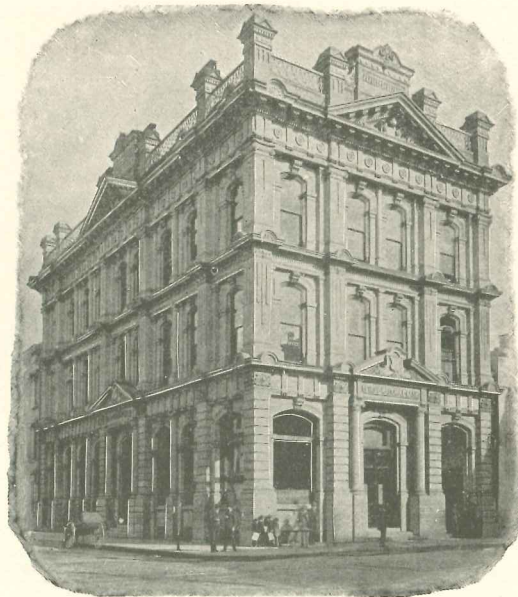
As a sea port, Portland is accessible to sea-going vessels of all classes. The river, thus far, has not been obstructed with ice oftener than on an average of once in ten years, and then only for a few days during a season, and it may be said it is open to navigation at all times and seasons. During the season of 1889 there were 414 clearances of large vessels from this port, with a registered tonnage of 464,883 tons and 79 coasters with a registered tonnage of 30,574 tons.



BANK OF BRITISH COLUMBIA.

At the present time the trade of Portland by way of the sea reaches to all parts of the world, but it is only in part carried on by regular lines, established for and plying only between Portland and certain fixed ports. Thus the trade with England and the Continent employs from one to two hundred vessels yearly. But these are not employed in what might be called regular lines, but each vessel is under special charter as for the one voyage. The same may be said of a very considerable trade with Australia, the Islands of the Pacific, and South America.

Of regular lines there are at this time two separate regular lines of sailing vessels, one plying between Portland and New York, and one between Portland and China. Five separate regular lines of steamers, one plying between Portland and Japan (established and to be placed in operation during this year), one between Portland and San Francisco, one between Portland and Alaska, one between Portland and Puget Sound and British Columbia ports, and one between Portland and Oregon and Washington coast ports.



FIRST NATIONAL BANK.

In point of safety Portland stands first among the great ports of the Pacific coast, the records of her commerce showing the proportion of loss, to number of vessels entering and departing, to be much less for the Columbia river than for the Golden Gate at San Francisco, or for Puget Sound, and this might well be claimed as a very decided advantage. But cities do not live off of the sea but off of the land. The history of all great commercial ports



shows, that while reasonably good facilities for the entrance and departure of sea-going vessels must exist, these given, it is the position as to the land which determines the growth and importance of the city. Portland owes her birth to her proximity, as a sea port, to the sections which produce the exports and consume the imports. This same proximity has thus far defeated every attempt to divert her trade to other points, and it is safe to say that it is this which will prove her strength as a sea port in the future as it has in the past.

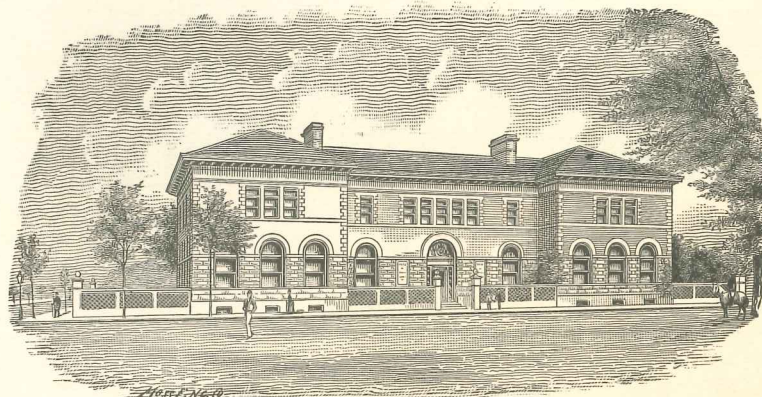
**As a Railroad Center.**

When, in the course of time, railroads were built in the Pacific Northwest, as well connecting it with the general railroad system of the United States, as providing it with what might be termed local lines of transportation, these roads, one by one, as built, centered at Portland. The first through railroad connection was made in September, 1883. Enough railroads have been built in the short time that has elapsed since the railroad age of the Pacific Northwest began, to make Portland the greatest railroad center west of the Rocky mountains, she exceeding in this respect the older and greater city of San Francisco.

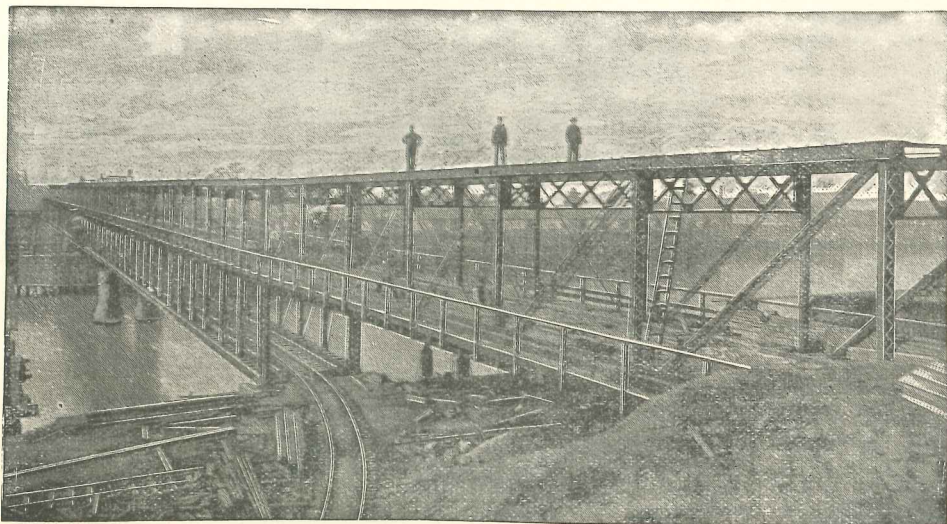
Portland has at this time five through eastern railroad connections, the Union Pacific, the Southern Pacific, the Northern Pacific, the Great Northern and the Canadian Pacific. The first three operate through trains direct to the city, and Portland is the terminal point where these trains are made up and disbanded. The Great Northern makes a direct connection, using the lines of the Union Pacific between its present western terminus and Portland, and doing a large through business in both passengers and freight, while the Canadian Pacific, though not making direct rail connection, and having only the same relation to the business of Portland, as to that of the ports of Puget Sound or of San Francisco, is in constant competition for both passengers and freight, both of which it carries through, to and from Portland, by way of its own line and connections, practically making of it an additional through

line. The local lines which connect Portland with her tributary territory, consist in part of such portions of the through lines as are located in that territory, with systems of branches constructed as for a supply of the demands of local traffic, and in part, of lines in no wise connected with the trunk lines.

Of the through or overland lines, the Union Pacific, operating through trains between Chicago and Portland, 187 miles the shortest in distance and making over twenty hours the shortest time between eastern terminals and Portland, is the most important. But as it has by far the greater mileage of road; located in and directly connecting Portland with her tributary territory, it also stands first in importance as a local line.



PORTLAND LIBRARY.  
(Now Building.)

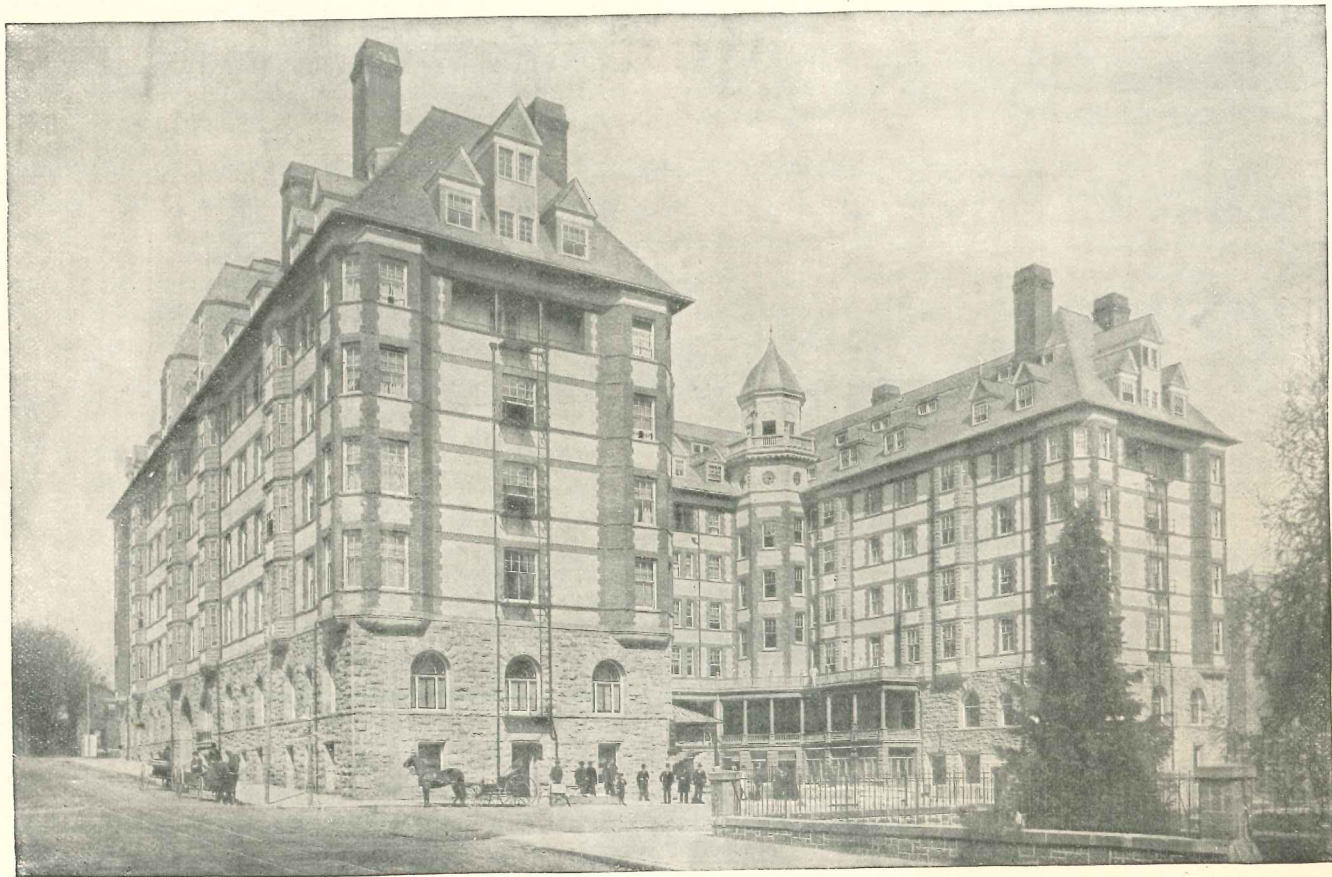


STEEL RAILROAD AND WAGON BRIDGE.

Starting at Portland, the main line follows the course of the Columbia river east through the Cascade Mountains, and to Umatilla Junction, in Umatilla county, Oregon, a distance of 187 miles. Being constructed immediately along the river, for ease in grade, this part of the line is below the general level of the country, but is easily reached from all points, and available as a local road, supplying the wants of the adjacent country, while, being almost without grade, it is more valuable as a part of the main line, and also as the trunk, connecting the system of branches, which ramifies throughout Northeastern Oregon and Southeastern Wash-

ington, with Portland. At Umatilla the main line leaves the river and runs in a southeasterly direction through Umatilla, Union and Baker counties in Oregon, through Southern Idaho and on to the east via Omaha. West of Umatilla there is as yet but one branch line, a branch leaving the main line at Willows Junction and extending a distance of fifty-five miles to Heppner in Morrow county, Oregon. This branch is to be extended in the near future, but, as presently constructed and operated, affords transportation facilities to a fertile and productive section of country. To the east and northeast of this main line there is a very complete system of branches, ramifying throughout Northeastern Oregon and Southeastern Washington, extending as far north as Spokane Falls in Washington, and northeast into the Cœur d'Alene mining district in Northern Idaho, and connected with the main line at both Umatilla and Pendleton in Umatilla county, while other branch lines and connections, connect the main line with the rich mining districts of Southern and Central Idaho. There is a large part of the agricultural district of Eastern Oregon, lying west of this system of branches, which is naturally tributary to the road of this company, but which has not yet been supplied with the branch lines necessary to its development, and which is for that reason little settled. It is understood that these branch lines are to be constructed at an early date. Their building will almost double the traffic yielding territory of the company, and greatly add to its business and to its importance to the city of Portland.

The second in importance of the three great systems, is the Southern Pacific. In its through connection it does not furnish so short a route to



THE PORTLAND.  
(Opened to the Public April 7, 1890.)

the East as either the Union or Northern, though it is but a few hours longer via its Central Pacific Line, than the line of the latter. But it opens up a connection with the Pacific Southwest, and the South, via its Sunset route, and in the connection which it affords as a local line, within the limits of the territory directly tributary to Portland, is of greater importance, in that the section of country to which it supplies transportation facilities, is greater in extent, more densely populated, and richer in all natural resources than that of the Northern.

The connection which this road affords Portland with the country east of the Rocky Mountains, is by way of the Central Pacific line, connecting with the Union Pacific at Ogden, or by way of the Sunset Route, so called, running through Southern California, Arizona and Texas, to a connection with other lines at New Orleans, and both freight and passengers are carried through, to and from Portland, by either route. But it is as a through connection with California and the entire Pacific Southwest that it is of the greatest importance to both city and country, outside of its importance as a local line. By this connection a means of communication between the northern and southern portions of the Pacific Coast has been opened up, that has greatly facilitated travel, and made possible that easy and speedy exchange of the products

of each, which has resulted to the great advantage of both, though Portland has thus far reaped, by far, the lion's share of the benefits.

As a local line the Southern Pacific provides Portland with a rail connection with all that part of Oregon lying between the Cascade and Coast ranges and with Northern California. The road consists of what is in fact two separate roads, for, though under one management, they arrive at and depart from separate depots in Portland, and are not connected at any other point.

What may be called the main line, in that it is the one by which through connection is made, runs from Portland by way of the east side of the Willamette river, south through the Willamette Valley, to and through the Umpqua and Rogue River Valleys, to the southern Oregon boundary and California. It runs throughout the entire distance, through one of the richest and most fertile farming and fruit sections in the world, at this time one of the most densely populated sections of the Pacific Northwest, and having a number of well built and thriving cities and towns along it, varying in size from 8000 in



RESIDENCE OF H. W. SCOTT.

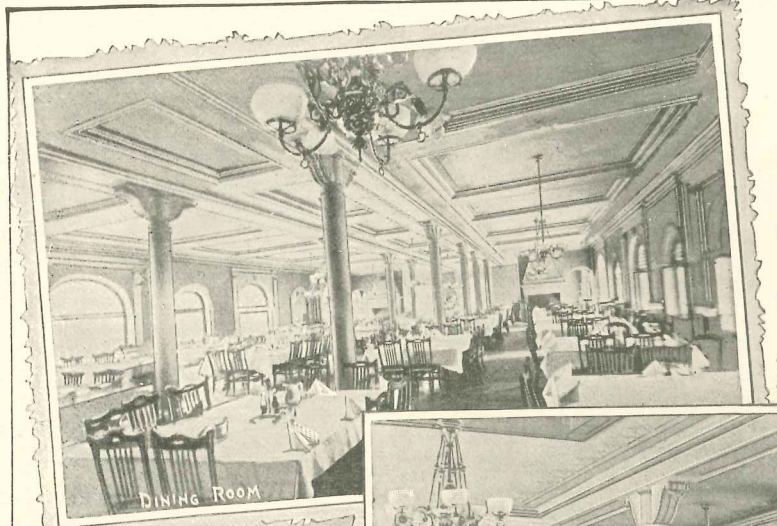
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population downwards.

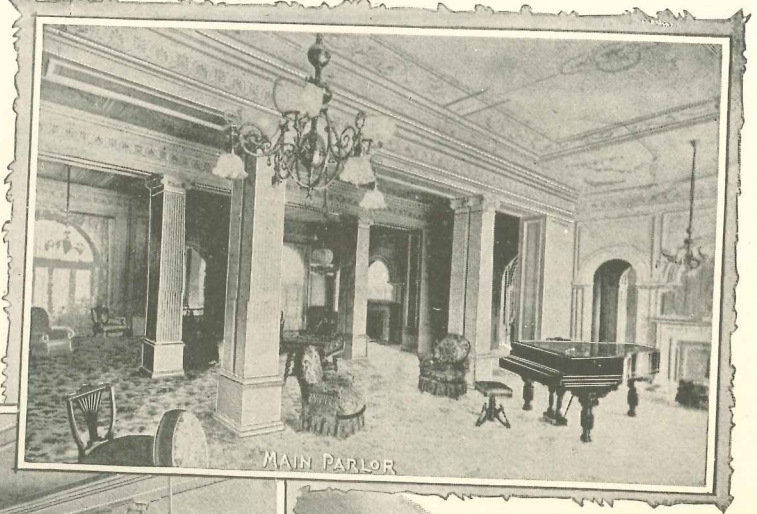
The other line runs from Portland, on the west side of the Willamette River, to Corvallis, in Benton county, and in the extent and fertility of the

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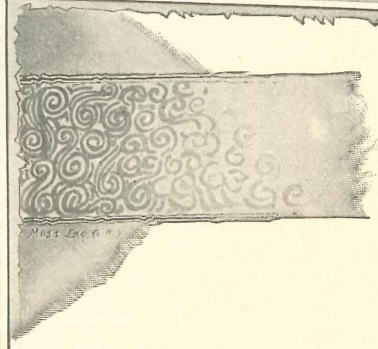
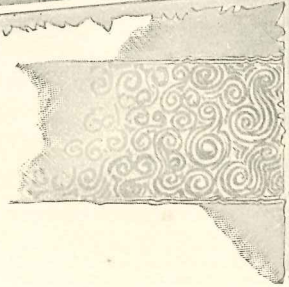
DINING ROOM



MAIN PARLOR



MAIN OFFICE



INTERIOR VIEWS OF THE PORTLAND.

.1176

## Portland, Oregon.

country through which it passes, it is not a whit behind the other line in importance in proportion to extent of line.

To fully supply the country naturally tributary to these roads with all the transportation facilities necessary to its full and complete development, a system of branches is necessary. At present there is no immediate prospect of these being built, but these roads have been in the hands of the Southern Pacific Company but about three years and they have had little opportunity to do more than open their through line and place it in good running condition, and from the well known policy of the company, in fully occupying what field it enters, it appears safe to predict that the necessary branches will follow in the near future.



PERKINS BUILDING. (Now building.)

In its importance as a through line, making a rail connection between Portland and the East, the Northern Pacific stands second to the Union Pacific only. It operates two passenger trains daily each way between Portland and Chicago, running between these terminals without change of cars, and securing a considerable portion of the carrying trade, especially of passengers. In addition, it operates trains between Portland and Puget Sound points.

Though the actual, Portland is not the nominal, western terminus of this road. But the through traffic of the Pacific Northwest centers here, and in order to compete with the Union and Southern lines therefor, it has been obliged to operate its through trains, freight and passenger, to Portland as the actual terminus and point where these trains are made up and dis-banded, as their point of departure and final destination, with only the stop at its nominal terminus ordinarily made at the end of a division.

As a local line, the principal importance of the Northern Pacific, is, as for the farming district of Western Washington, situate within the watershed of the Columbia, and in the connection which it gives with Puget Sound, the trade of which Portland almost entirely controls, though even as to this latter it is probably of secondary importance to a line of steamers operated by the Union Pacific.



CONCORD BUILDING. (Now building.)

In Eastern Washington the main line of this road, for ease and cheapness, was, in great part, constructed through a waste section, at one time forming a river bed, with no fertile country on either side of the road nearer than within ten or twenty miles; and about the only section of agricultural lands which it controls, is the limited, though fertile one, of the Yakima and Kittitas valleys; it has a connection with Southeastern Washington by way of a branch road extending southward from the main line at Marshal (9 miles west of Spokane Falls), but as it must compete for this country with the system of the the Union Pacific, which offers a connection over one hundred miles shorter to tide water, and with much more favorable grades, it is at a disadvantage in competition.

The Great Northern Railway offers what is presently a reasonably direct through connection. And the energy of its management, the completeness of the construction, equipment and operation of its own part of the line, and the regularity of the service of the Union Pacific through which it makes a connection between the end of its own line and Portland, makes it but little less desirable as a route for through travel than those roads which operate through trains direct between eastern terminals and

this city. This company is now engaged in building westward and will doubtless, in the near future, be able to operate its own trains direct to Portland, when it will prove one of her most valuable connections, both as a through and local line.

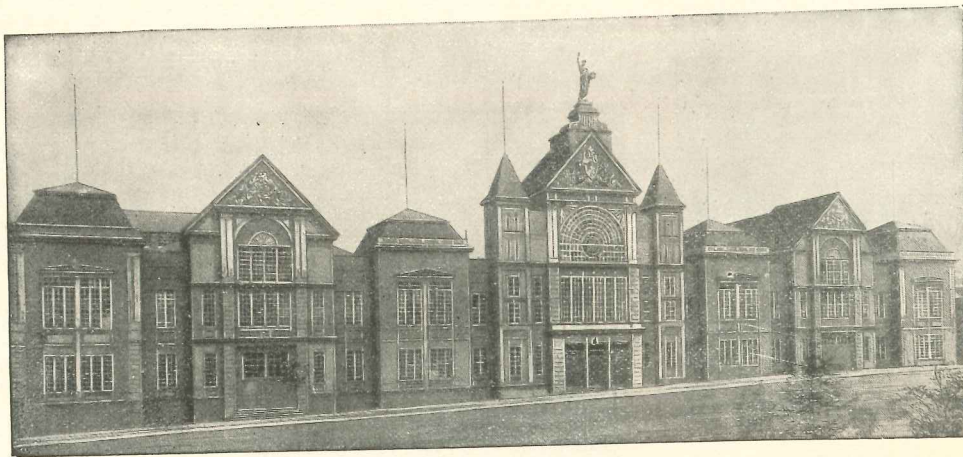
In addition to the connection with her tributary territory, afforded Portland by these through lines and their branches, and the independent line of the

Southern Pacific already mentioned, the city also has a connection with a large part of Western Oregon and a part of Washington by means of a system of narrow gauge lines. There are three of these roads: The Portland and Willamette Valley Ry., The Oregonian Ry., and the Portland and Vancouver Ry.

The Portland and Willamette Valley and The Oregonian, give the city a connection with both sides of the Willamette Valley, entirely independent of the

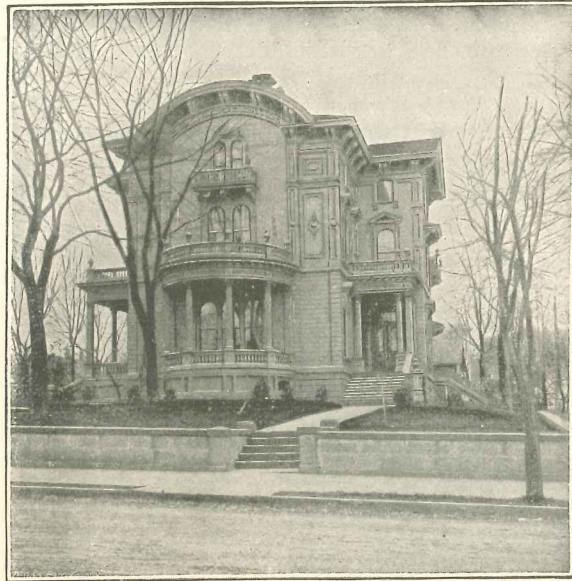
Southern Pacific lines, and they are far enough removed from those lines to supply a section of country that would not have been adequately supplied by them, and to have a sufficient territory for their own support.

The Portland and Vancouver Railroad is at present more important as a passenger road than as a carrier of freight. But it has only been built a



PORTLAND INDUSTRIAL FAIR BUILDING.  
(The largest Exposition Building on the Pacific Coast.)

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RESIDENCE OF H. W. CORBETT. .1181

short time, and its traffic has so far exceeded the anticipations of its builders. that they have had all they could do to meet present and pressing demands, and no time or opportunity to develop its possibilities.

These several lines give a mileage of road, situate in and directly connecting Portland with her immediate tributary territory, as follows:

*Portland, Oregon.*

Union Pacific.....	1850 Miles	Oregonian Ry.....	163 Miles
Northern Pacific.....	894 "	Portland and Willamette Valley.....	29 "
Southern Pacific Main Line.....	375 "	Portland and Vancouver.....	6 "
" " O. & C. West Side Line.....	97 "		
		Total.....	3414

In this is not included suburban roads, of which there are several, connecting Portland with suburbs from four to seven miles distant, nor any of the mileage operated in the Pacific Northwest where the road terminates and trains have their point of final destination and departure, at any other city or town than Portland.

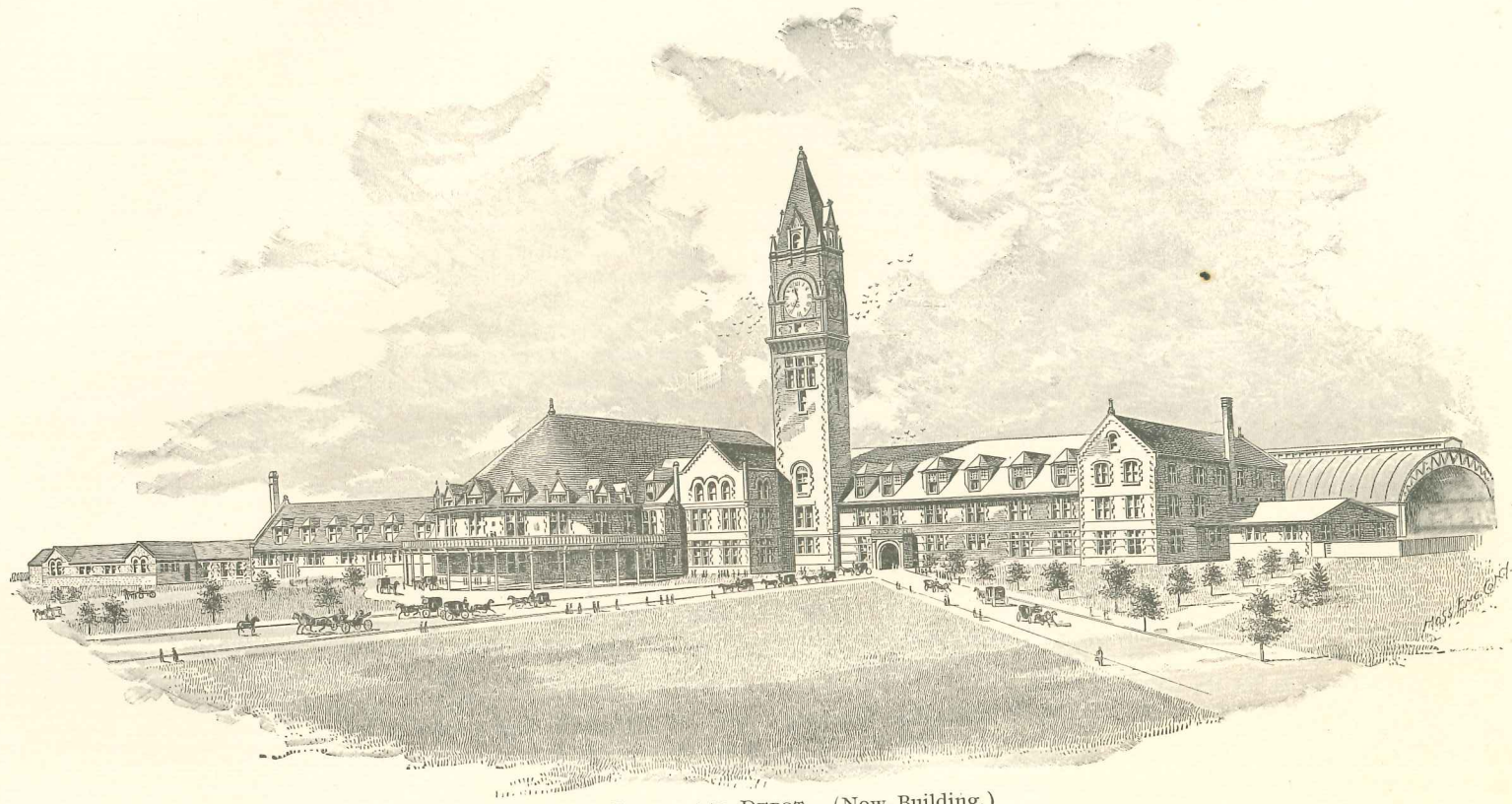
The train service on these roads is quite complete, and gives Portland daily communication with all parts of her tributary territory, that has yet been supplied with



RESIDENCE OF S. G. REED. .1182

railroad facilities. Exclusive of her suburban trains, of which there are some 100 odd, 26 passenger trains and more than double that number of freight trains, arrive at and depart from Portland daily, and they go and come crowded





UNION PASSENGER DEPOT. (Now Building.)



RESIDENCE OF E. J. DE HART.

1124

with passengers and freight. Up to the present time terminal facilities have been rather imperfect. Several millions of dollars have been expended on shops and depot grounds, but the necessary buildings, for both freight and passengers, have been neglected. The increase in traffic has, however, compelled a movement in this direction, and the three principal companies, the Union, Northern and Southern Pacific are now engaged in the erection of adequate freight buildings, and in the erection of a Union passenger

depot, which will cover some four acres of ground in the heart of the city, is to cost over \$1,000,000.00, and will be one of the finest passenger depots in the United States.

This result has not been reached through any effort made by the city or her people, for neither the people nor the capital of the city constructed the roads, nor were the owners and builders of the roads in any way, either directly or indirectly interested in the growth or prosperity of Portland. It is possible that the fact that the city was already established as the commercial center of the country, had some influence in determining the building of the different railroad lines to it as a common center. But the controlling cause has been as much a natural one as that which makes the city the center of the only system of river lines of transportation on the Pacific Coast, or as first established it as the principal port of export and import, and a little consideration makes it apparent that the railroads could hardly be built on such lines as were necessary to accommodate the trade of the country, and equally as necessary for their own economical construction and operation, without centering at Portland.

The Pacific Northwest is a country of broad valleys, great rivers and rugged mountain ranges. Of the latter there are several, but there are two which are of controlling influence on the trade of the country. Situate near the confluence of the Columbia and Willamette Rivers, Portland is located at the point of discharge of a natural funnel, of which these mountains ranges act as the sides, bringing the waters, and with the waters, the trade and commerce, of the entire country to this one point.

On the coast, extending from California to the northern boundary of Washington, is the Coast range, having an elevation of about four thousand feet, and about seventy-five miles to the eastward of this, extending from California to British Columbia, is the Cascade range, having an elevation of about eight thousand feet, with some few passes as low as five thousand. South of the Columbia and between these two ranges, is a section of

exceedingly fertile land, about double the size of the State of Massachusetts. This section could reach the sea by crossing the coast mountains at heavy mountain grades, but, along this entire coast, is no harbor admitting other than light draft coasting vessels, until the Columbia is reached, and it is compelled to seek its outlet at Portland, which it reaches, by rail, at average water level grades, by following the course of the valley between the two ranges of mountains, to Portland which is situate at the end or mouth of this valley. The country south of the Columbia and east of the Cascade mountains, can reach or be reached from the sea, at a port admitting vessels

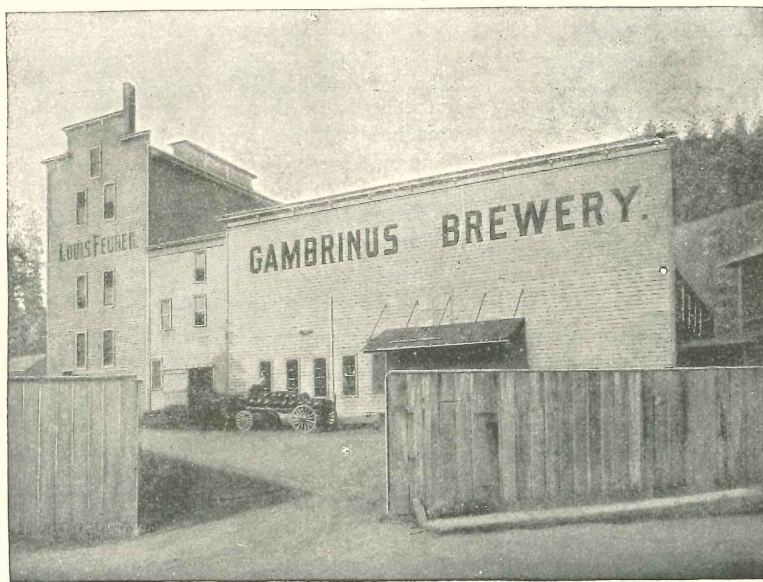
of all classes, at average water level grades, only by the pass of the Columbia and by way of Portland, which is just at the mouth of this pass, or, at heavy mountain grades, by crossing the Cascade range, to the valley between the Cascade and Coast ranges, and going northward to Portland, which is just at the mouth of this valley.

To the north of the Columbia and west of the Cascade mountains, the country is divided into two sections by its general lay and its watershed. Puget Sound makes in to the east of the Coast mountains, and extends southward to very near the watershed of the Columbia. The country around the Sound is unbroken in character, and almost entirely without agricultural lands, though rich in resources of timber and minerals; this country naturally finds its outlet to the sea by way of the waters of the sound. But the country to the south, and within the watershed of the Columbia, finds its outlet by way of that river and the city of Portland. The country east of the Cascade mountains, and north and east of the Columbia, can reach or be reached from the sea by way of Puget Sound, by crossing the Cascade mountains at heavy grades, but cannot be reached at low grades, save by way of the pass of the Columbia and the city of Portland.

These advantages appear plainly enough by mere reference to an ordinary map of the country, but the more the country is studied in detail, the more prominently the advantages of the position of Portland stand out.

North of San Francisco, and within the boundary of the United States, there are but two places admitting sea-going vessels of all classes, the Columbia river and Puget Sound, both of which are navigable for a sufficient extent, to admit of the establishment of numerous towns and cities along their shores.

The railroads now connecting the various sections of the interior with the sea, as at Portland or Puget Sound, have been constructed on the shortest and best possible routes, and it is safe to say that the difference in distance and grades, as for the different points, can never be lessened.



## Portland, Oregon.

The showing made, taking the distances as from the tables given by the different railroads as for their own lines, is: For all country reached by the Northern Pacific and its branches, which includes Eastern Washington, Northern Idaho and Western Montana, the distance to Portland is 31 miles less by rail than to the nearest available seaport on Puget Sound, and the distance to the sea is 128 miles less by way of Portland than by way of any of the Puget Sound ports. For the country in Southeastern Washington and Middle Idaho, the distance by rail to Portland, is 64 miles less than to the nearest available port on Puget Sound, and the distance to the sea by way of Portland is 161 miles less than by way of any Puget Sound port. From all Northeastern Oregon and Southern Idaho, the distance, by rail, to Portland, is 90 miles less than to the nearest available port on Puget Sound, and the distance to the sea is 187 miles less by way of Portland than by way of any Puget Sound port. But not alone is the difference in distance by rail, as from all this country, in favor of Portland, from the point of divergence in each case, the grade is water-level to Portland as against heavy mountain grades to any other seaport. From all Eastern Oregon, save only the northeastern portion, and from all Western Oregon, the shortest route to any of the ports of Puget Sound is through Portland, with 145 miles in distance by rail, and 242 miles as in distance to the sea in favor of Portland.

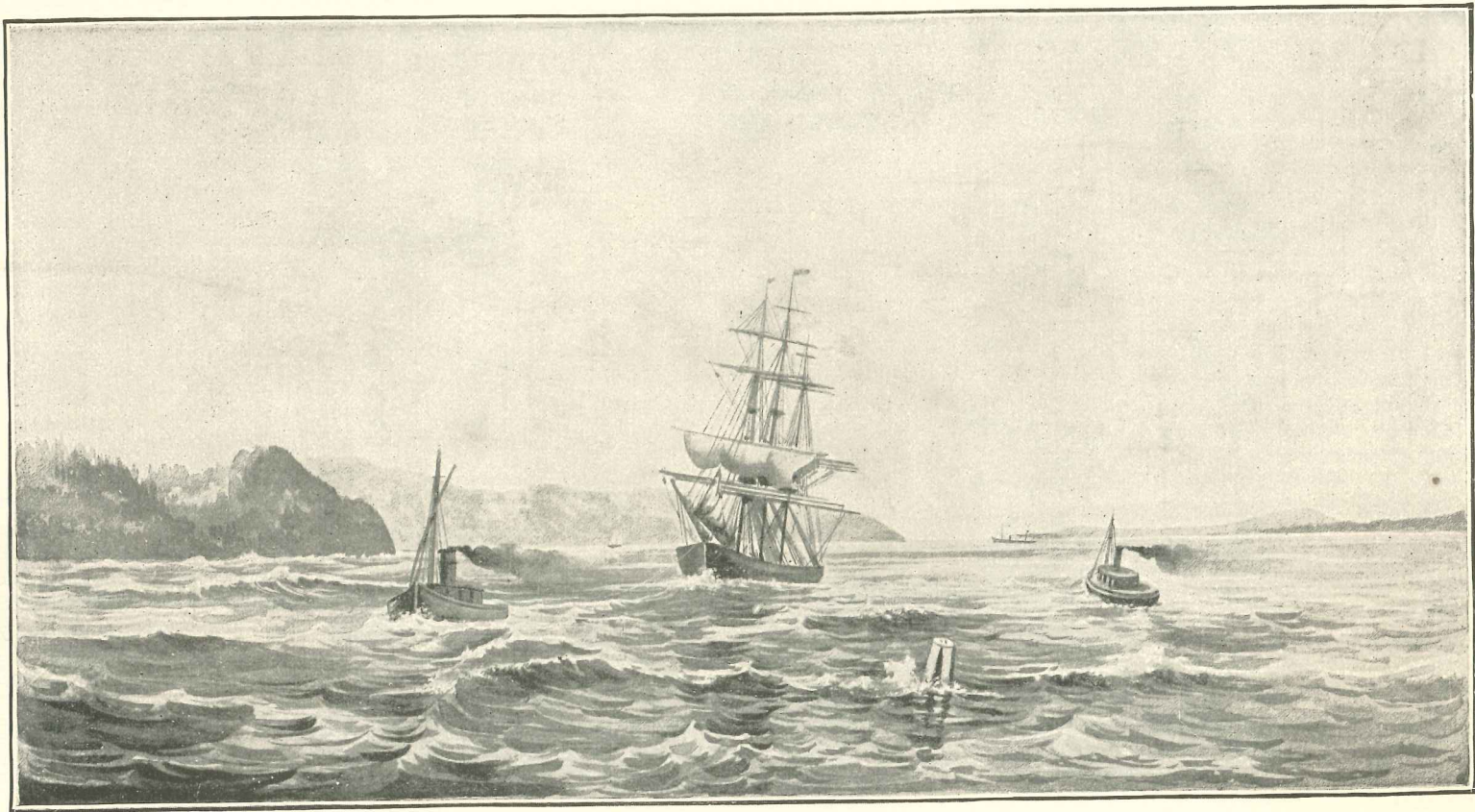
The position which Portland presently occupies as a railroad center, being the result of the location of mountain ranges and rivers, which is not

subject to change, makes the past a guarantee of the future, and sufficiently proves that the situation of the city, at the junction of the great valleys of the Willamette and Columbia, is invincible, and no effort or artifice can change the traffic of the country from the natural channels which lead to and through her.

But important as they are, the existing lines of transportation only outline the plan of what must be the future transportation system of the country. In the whole of the Pacific Northwest not the tenth acre of its rich agricultural land is under the plow, its varied mineral resources have been but little more than prospected, while its vast timber field is practically untouched. In this age, development, in all branches, waits on transportation facilities, and these must be fully ten fold what they now are, before the Pacific Northwest can be said to be, even approximately, provided with such a system as its vast area and great wealth and variety of natural resources demands. It is only a matter of time when many thousands of miles will be added to its railroad system, opening to settlement and development vast areas of its territory, now untouched and almost unknown. In the past, the construction of each additional railroad, the settlement of each new section, the building of each new city, town or village, each step forward in development, of what kind or nature the same might be, has but swelled the stream of Portland's trade and commerce, and added strength to her position of trade center and metropolis. The future can but repeat the past. The additions which are to be made to the railroad system of which



WORCESTER BUILDING. (Erected 1889.)



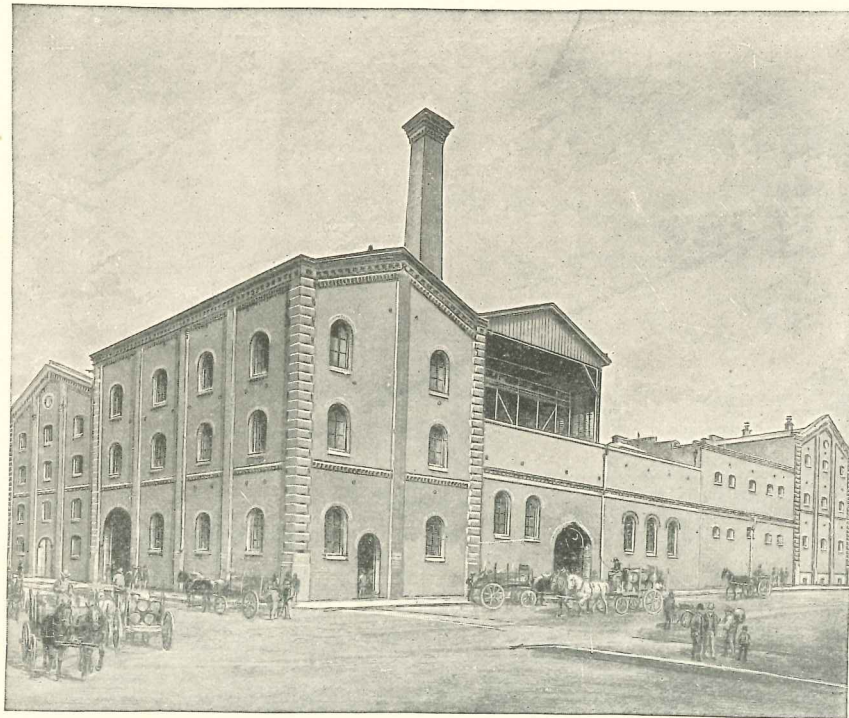
MOUTH OF THE COLUMBIA.

*Portland, Oregon.*

Portland is the center, are not, however, entirely prospective. Since two narrow gauge roads, one on the east and one on the west side of the Willamette Valley, united some 25 miles south of Portland and having one connection with the city. Up to April of this year (1890) this road was owned by a Scotch company. In that month, it passed into the hands of C. P. Huntington and his associates. Leaving the west side line as a narrow gauge and to enter the city over its present connection, they are now engaged in converting the east side line into a standard gauge and, separating it entirely from the west side line, giving it an independent connection with the city by the construction, at the north end, of some twenty-five miles of road, through a section now without railroad facilities, and in extending it south to the middle fork of the Willamette river, and thence southeast, by way of a pass through the Cascade mountains, to South-eastern Oregon.

The additional roads which may be said to be presently under construction, in that the work is in actual progress, are the Oregonian Railway, the Portland and Puget Sound, the Oregon and Washington Territory, and the Port Townsend Southern.

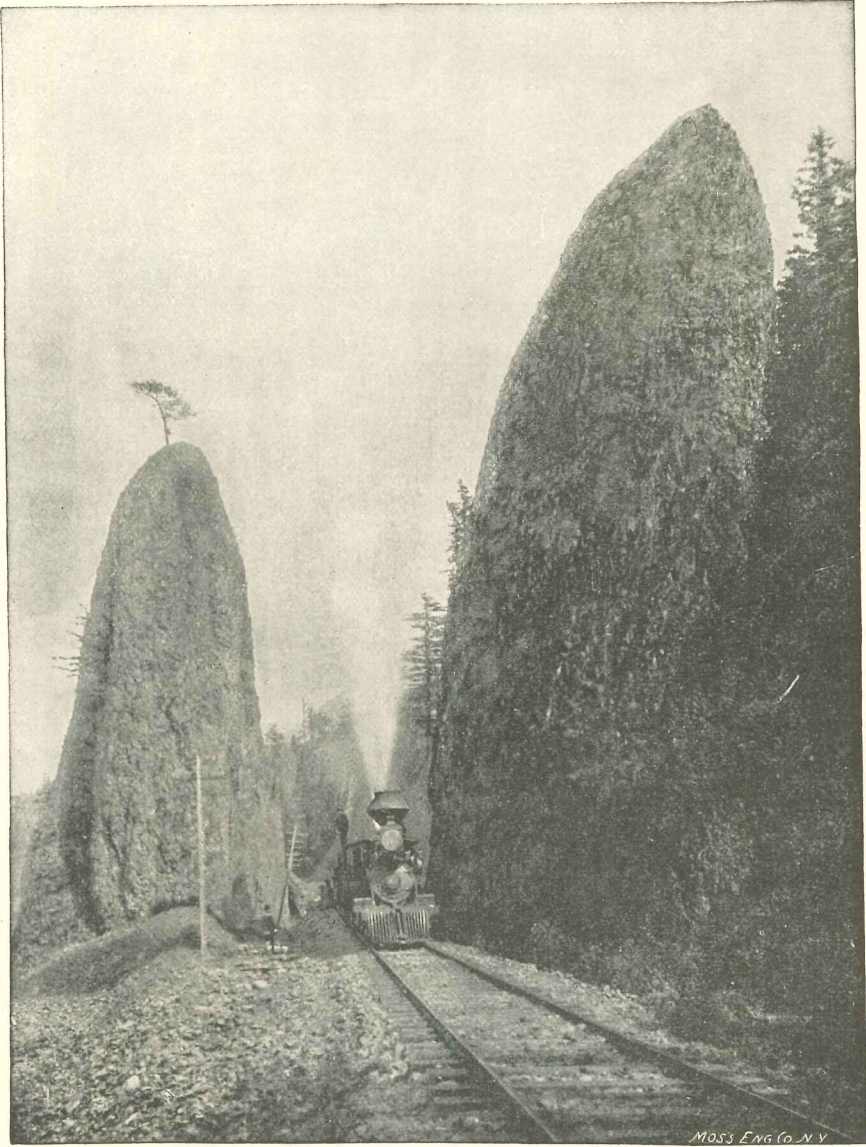
The Oregonian Railway, as it at present exists as one of Portland's connections, consists of



WEINHARDS' BREWERY.

1188

Up to the pass through the Cascade mountains, the road is being located and work is in progress, and the plan of operations may be spoken of with



6811

MOSBY ENG. CO. N.Y.

ALONG THE COLUMBIA.—THE PILLARS.

## Portland, Oregon.



BLAGEN BUILDING. (Erected 1889.) 1190

a possibility that it includes less than a reasonably complete connection with Southeastern Oregon. If this latter is its only end, it will still be of sufficient importance to Portland to place it in the front rank of her railroad connections, for it will open to settlement and development, a section of country about equal in extent that reached by the lines of the Union Pacific, which is now without transportation facilities, and but very sparsely settled in consequence.

certainty. What the plan is, once Eastern Oregon is reached, is at present known only to Mr. Huntington and his associates. But, a knowledge of the country, however, makes it plain, that in all probability this includes two branches, one to California which shall give a road of less grade than that which the Southern Pacific now has over the Siskiyou mountains, and one to an eastern connection, by way of the Central Pacific and the roads which now connect with it at Ogden, while there is hardly

The Portland and Puget Sound company has been organized but a very short time, but it has been pushing work with great rapidity since its organization, and now has several sections of its road under construction. This road is to cross the Columbia river by a bridge at Vancouver, Washington, and is to have a main or trunk line from Portland north to the southern end or head of Puget Sound. Here it is to branch into two lines, one to be constructed along the west side of the Sound, touching at all principal points, with a system of branches giving transportation facilities to such sections of the country as afford traffic from mine, forest or farm. The other branch is to be constructed along the east side of the Sound, touching at all principal points, with a system of branches to the mineral and lumber districts, which are the sources of wealth of this section of the country. Work is now being pushed on different sections of this road, and there is every prospect that it will be completed by the latter part of



SKIDMORE BUILDING. (Erected 1889.)



1891. When in operation it will give Portland direct rail connection with a large section of country, the trade of which it now carries by means of a line of steamers, and by way of the line of the Northern Pacific, which gives rail connection with the two principal Sound cities of Tacoma and Seattle only. It is probable that this road will also afford Portland a rail connection with the coast section of Washington adjacent to the coast ports of Shoalwater Bay and Gray's Harbor, a rich section of country now developing rapidly.

The Oregon and Washington Territory Company presently has a system of roads situate in Southeastern Washington and Northwestern Oregon, with a mileage of 161 miles. As this road is not directly connected with Portland, or any other seaport, but, as at present situated, is, so to speak, without beginning and without end, this mileage is not counted as tributary to this city. This company is now (July 1890) locating a line intended to give this system of branch road a direct connection with Portland. The work of construction is to commence as soon as the line is definitely located, and its completion to a connection is promised for early in 1891.

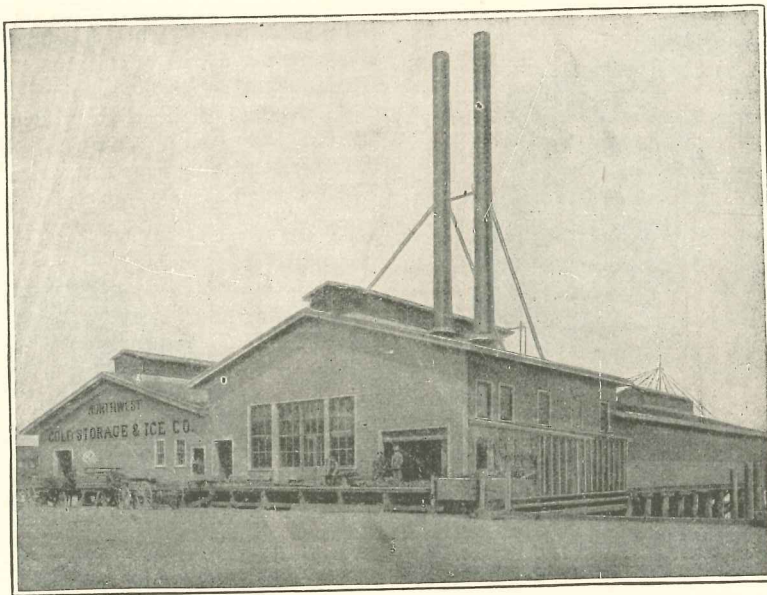
Should this line always remain a local line, connecting Portland with Eastern Oregon and Washington only, in that it will be a competing line as

against the Union Pacific and Northern Pacific, as for the portions of that territory occupied by them respectively, it will be of great importance to the city. But, as to be constructed, it will offer a very advantageous route for a through connection to some of the roads now building westward,

and it is probable that it will become part of an overland line before many years have gone by.

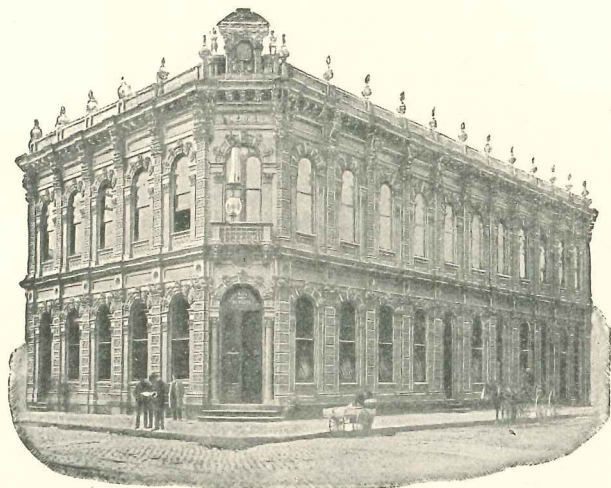
The Port Townsend Southern has been under construction since the latter part of 1889, and now has a considerable portion of its road graded south from Port Townsend. This road is entirely independent of the Portland and Puget Sound, though it is, to a certain extent, to cover the same territory, that is the west side of Puget Sound. The line as at present projected is to extend from Port Townsend to Portland, and is intended to give the former place and a considerable portion of that part of Washington situate west of Puget Sound, a connection with the great railroad systems which center at Portland. Its construction is in the hands of the Oregon Improvement Company, which is amply able to carry the enterprise to com-

pletion, and there is every indication that it will be completed its entire length, and that cars will be in operation between the terminals, before the close of 1891.



NORTHWEST COLD STORAGE AND ICE WORKS.

1192



BANK OF LADD &amp; TILTON.

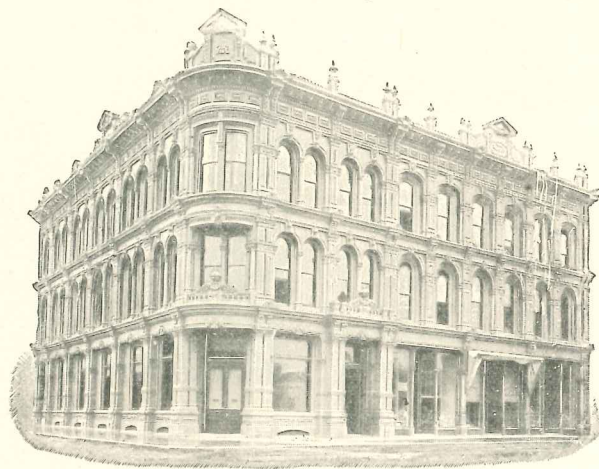
.1193

In addition to the lines already mentioned, it is probable that the Oregon Pacific, now building eastward from about the center of the Willamette Valley, will play an important part at no late day. The exact status of this road is not at present publicly known. Prior to the combination lately made between the Union Pacific and the Northwestern, it was supposed the latter was behind it, but such is not now believed to be the case. One thing only is certain: the road is being built surely, if slowly, and when built it must of necessity give Portland one more connection.

Of other lines there are so many rumors, and so many companies in the field, in some cases several covering practically the same route, that it is

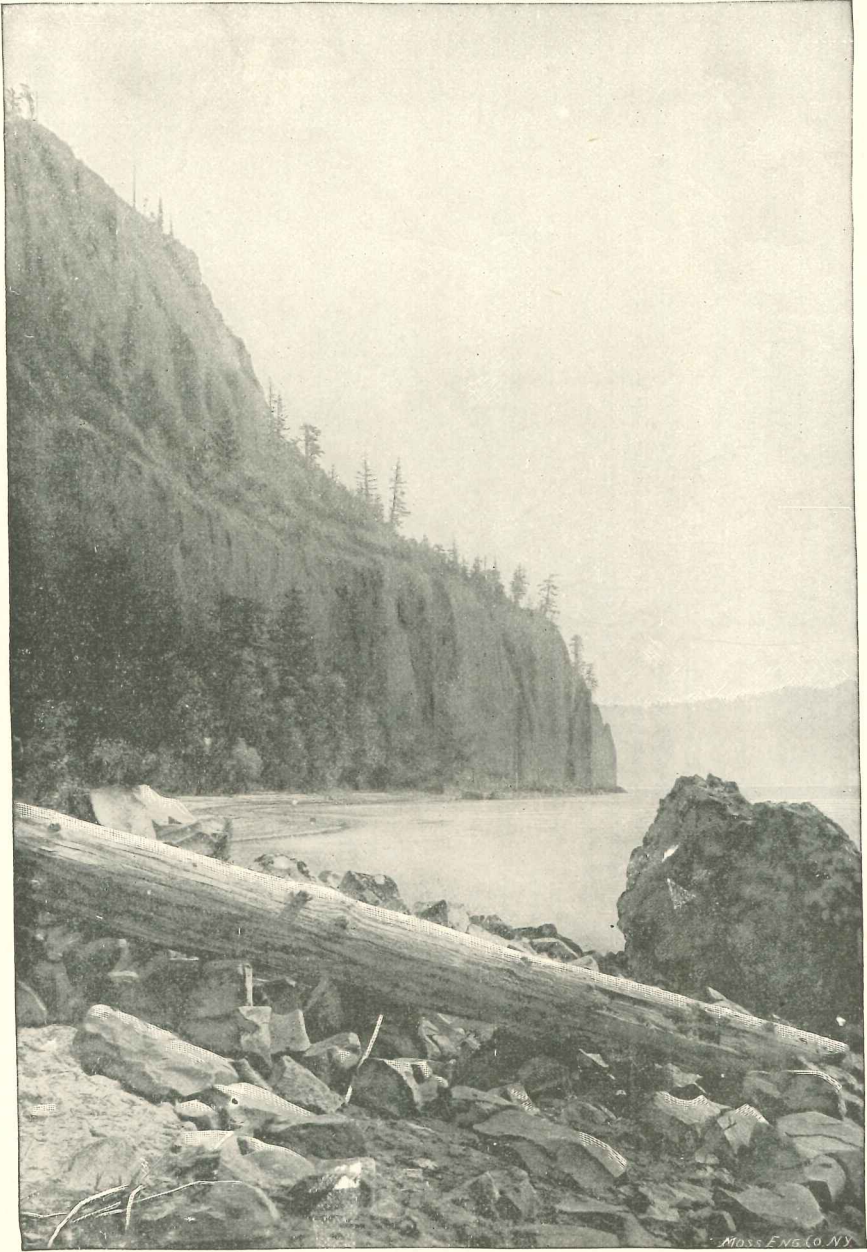
hardly possible to at this time give the different lines, of which there is good prospect, by the name of the company that is to build the same. There is every indication that the near future will witness the construction of at least two other lines, one connecting Portland with Astoria, on which preliminary work is now being done, and one connecting the Yakima and Kittitas Valleys of Eastern Washington with Portland, by way of Vancouver, Washington, a part of this latter line having been already constructed. Much of the detail of these lines is yet very indefinite, but the companies are composed of men largely identified with the railroad interests of the Pacific Northwest, who are perfectly able to carry out their designs, and they are something more than mere paper roads.

All these lines are projected and being built with Portland as their



AINSWORTH NATIONAL BANK.

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ALONG THE COLUMBIA.—CAPE HORN.

objective point; and, with the experience of the past six years before our eyes, and in view of the natural formation of the country, it is not too much to predict that all roads, not purely local, built in or to the Pacific Northwest in the future, will do likewise.

#### River Lines.

The Columbia river, with its tributaries the Snake and Willamette penetrates the very best of the agricultural districts, and these rivers are navigable: the Columbia, with its tributary the Snake, with two short portages, as far up as the Idaho line; the Willamette as far up as the head of the valley of the same name, and these with a number of smaller navigable streams in Western Oregon and Washington afford facilities for the operating of an indefinite number of steamboats.

At the present time this traffic embraces routes on the Columbia, Willamette, Lewis, Cowlitz, Clatskanine and Yamhill rivers, making a very complete system of river transportation reaching both Eastern and Western Oregon and Washington. There are at this time some thirteen separate lines of river steamers engaged on these routes, and employing, as shown by the records of the U. S. Custom House at Portland, 91 steamboats. It is estimated that the steamboat tonnage (independent of ocean craft) which daily passes any given point near Portland, is in the neighborhood of 100,000 tons. Of course the actual amount of freight carried is very much less, but these boats go laden with merchandise and return with produce, and the actual amount of business done is sufficient to compare very favorably with that of the railroad lines.

This system of interior water lines of transportation centers at Portland, far exceeds anything of the kind tributary to San Francisco, or existing anywhere else west of the Rocky Mountains, and is the only system of water transportation in the Pacific Northwest by which any portion of the agricultural districts is reached. In its ramifications it presents a system of transportation about 1,000 miles in extent, and, in that it affords facilities for an indefinite number of independent lines of

river steamers, represents in its ultimate results many times that number of miles of local and competing lines of railroad. And whilst it may be admitted that these waterways do not do away with the necessity for railroads to the full and complete development of the country, yet, the increase in the volume of business done on these ways, which has kept steady pace with the general development, fully proves that neither does the building of the railroads do away with the use of the water-ways, or render them a less mighty factor in the general growth and prosperity.



RESIDENCE OF J. H. SMITH. (E. P.)

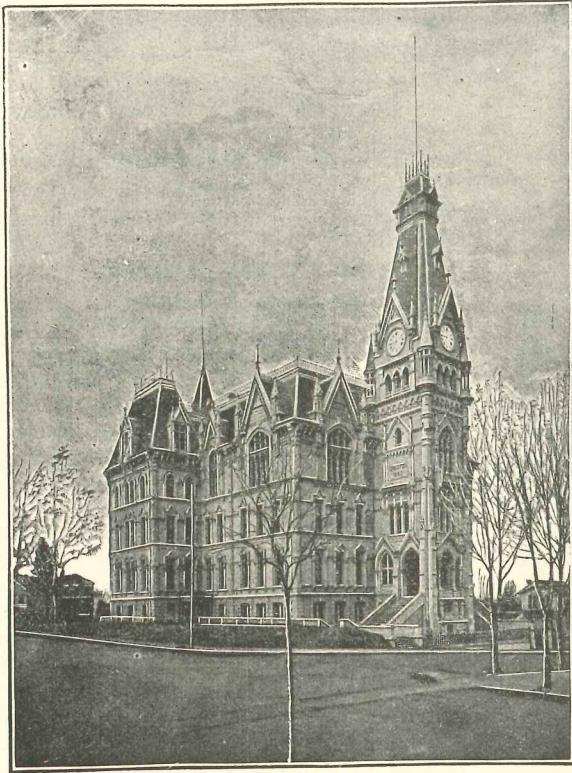
As a Trade Center.

While in many respects, Portland cannot boast superiority over other cities of a like age, she may justly claim to have the largest trade of any city in the world in proportion to population. Owing her birth to her position as a trade center, it is as such that she has grown and flourished. Her trade has been and is her life blood, the source of her wealth, the cause of her growth in population, the foundation on which rests her position as metropolis, her pride and her boast. Though Portland has from the first occupied the position of a trade center and had a wholesale and jobbing trade proportioned to the settlement and development of her tributary country, it is only since the completion of through railroad connection that settlement and development has been rapid enough to make a marked difference year by year.

In the year 1883 the city had an established wholesale and jobbing trade amounting to about \$40,000,000 annually. The Pacific Northwest being but little known, no considerable tide of immigration followed immediately on the opening of through rail connection, and the era of rapid settlement and development did not begin until the year 1886. Meantime the change wrought by the completion of the first overland railroad, appeared to be to the disadvantage of Portland. It brought the city in direct competition with eastern houses, an element in the trade to which the Portland merchant and manufacturer were unaccustomed, and which they found it the more difficult to meet at once, for the reason that the country merchant believed he would reap advantages from direct trade with the East, and forthwith proceeded to try the experiment.

For nearly three years the trade of Portland appeared to suffer, and had the city attained her position of metropolis by any system of forcing, the apparent disadvantage of the change wrought by railroad connection might have proved real. But the disturbing cause proved only temporary in its effects. Direct trade with the East was a failure as in competition with Portland, as direct trade with San Francisco had been a failure before it. By the close of the year 1886 Portland was again master of the situation, and on taking account of her wholesale and jobbing trade for that year, found that it had reached a little over \$50,000,000.

During the last four years the population of the country has been greatly increased. New farms have been opened, new mines have been developed, all branches have felt the



HIGH SCHOOL.

Portland Oregon.

impetus of the new life, and there has been a corresponding growth in the trade of Portland. The records of her counting houses show the results in the line of her wholesale and jobbing trade for the four years of 1886, 1887, 1888 and 1889, to have been the following:

For the year 1886 this trade was over.....	\$ 50,000,000
" " " 1887 " " " " .....	60,000,000
" " " 1888 " " " " .....	75,000,000
" " " 1889 " " " " .....	115,000,000

Without doubt the natural causes which have heretofore brought and are now bringing the several transportation lines of the country to this point as a common center, have had a controlling influence in centering this trade at Portland. But that it is so large in proportion to population of the city and her tributary country is due to the variety and the distribution of the resources of that country.

Though largely controlling the trade of Northern California, Western Montana, British Columbia and Alaska, the section of country of which Portland is the undisputed trade center is the land watered by the Columbia river and its tributaries, having an area of over 250,000 square miles. The principal resources of this territory are agriculture, lumbering and mining, and they are so evenly divided that it may be said that about an equal proportion of population is, either directly or indirectly, engaged in each. The result of this distribution is a very considerable home market for the products of the country, and while a very large amount of surplus finds its way each year to foreign countries or to the eastern markets, a much greater portion of the surplus of the farm, orchard or stock ranch, finds its way to the lumber and mining

camp, which in exchange therefor give a portion of their own products.

As the great center of transportation, Portland has become not alone the principal port of export and import, but the center of collection and distribution in her own territory, of the productions of that territory, and as the mining, lumbering and farming districts are situate in different sections, so that direct exchange is not practicable, as it would be were they intermingled one with the other, as such center Portland has a larger proportionate trade arising out of and entirely within her immediately tributary country than that enjoyed by any other trade center in the world.

The capital at present employed in her wholesale and jobbing trade is about \$65,000,000; this is divided among a considerable number of houses, but there are 100 employing a capital of over \$200,000 divided as follows:

66 with a capital of.....	\$ 200,000 to \$500,000
12 " " " " .....	500,000 to 1,000,000
22 " " " " .....	1,000,000 and over.

This capital is supplemented by the bank capital at disposal. There are sixteen banks having a paid up capital, surplus and standing deposits as follows:

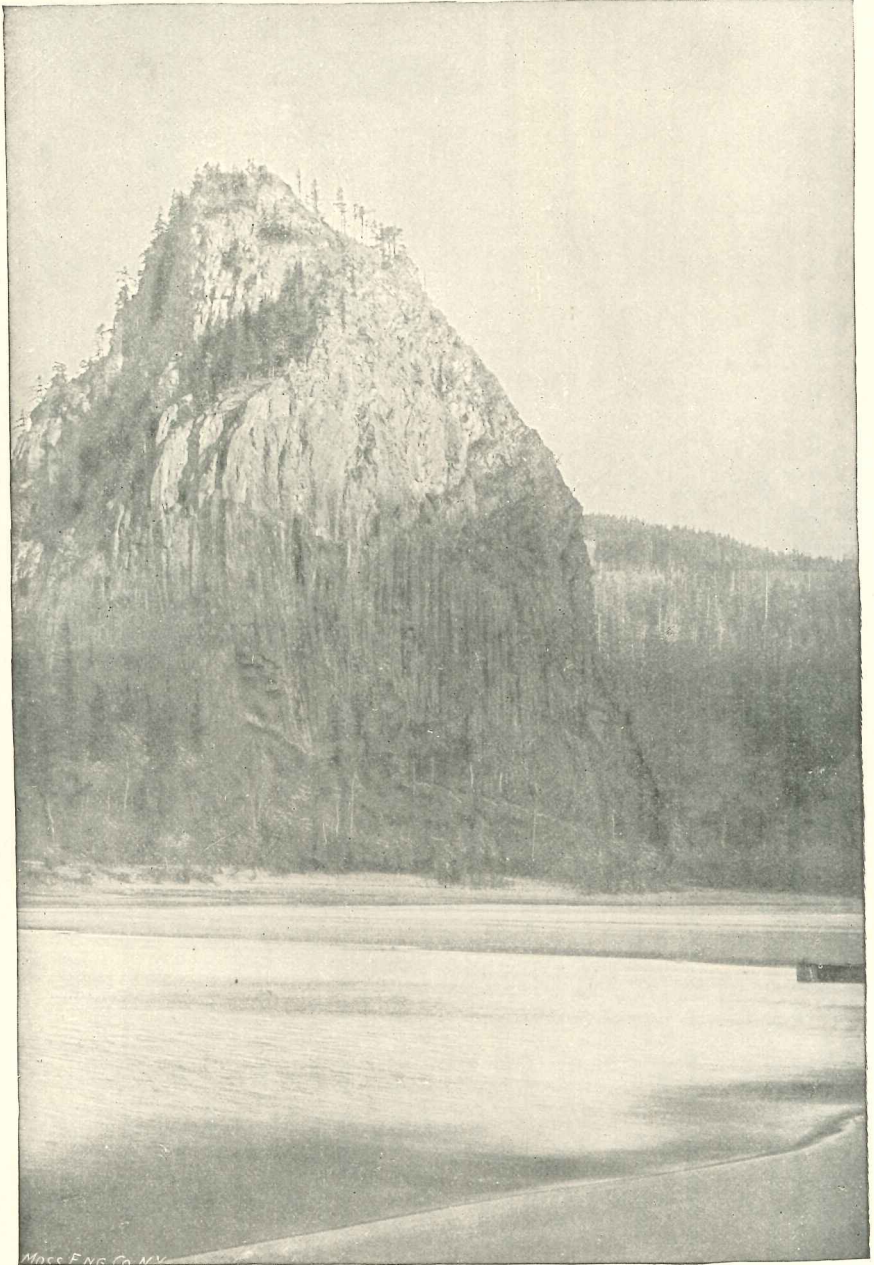
Capital .....	\$ 6,800,000
Surplus and undivided profits .....	2,678,750
Average standing deposits .....	11,000,000
Total.....	\$20,478,750

Being so long isolated from the rest of the United States, Portland adopted her own business methods, and has been somewhat slow to change them for those prevailing in other cities. A clearing house was long desired by a number of the banks, but being opposed by some of the leading ones, it was not found practicable to establish it



PORTLAND SAVINGS BANK.

1199



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1197

Moss Eng Co. N.Y.

ALONG THE COLUMBIA.—CASTLE ROCK.

until July 15th, 1889. All of the banks did not then consent to join the same, and even now but ten out of the sixteen banks of the city belong to or settle their daily balances through it, so that its records are not an index of the entire banking business of the city for the past year. The showing made as for its first year, July 15th, 1889 to July 15th, 1890, is \$89,207,443.97.

To give here the details of Portland's trade is impracticable. In the wholesale and jobbing trade almost all branches are represented. In the export and import trade, exports are divided between foreign countries and the Eastern States. Wheat goes mostly to England and the continent. Flour follows the same channel and also goes largely to China and Japan. Lumber goes to England and the continent in the form of spars, timbers for masts, etc., and also finds its way to California, China and South America, but the greater part of the export is to the treeless regions east of the Rocky Mountains, and goes in the form of building materials, bridge timbers, ties, etc. Salmon finds its way to both foreign countries and the East, while cattle, horses, wool, hops, flax, fruit, etc., go almost entirely to the East. Of articles brought into the country for consumption, but a small portion comes from abroad, the high duty excluding most of these articles of foreign manufacture or production, and they are brought here from the East either by way of the sea or by rail.

Among the exports lumber is increasing in importance with each year. It has long been an article of export to California, China and South America, but since the building of railroads a demand has come from the country east of the Rocky Mountains, which is rapidly increasing. The market is everywhere and Oregon lumber is coming to be known in the building trade. For framing and other work requiring strength, this timber is without an equal in the light lumbers of the East, and for ship building it is but little, if any, inferior to the live oak. The supply is very great and as the new growth is very rapid, it may be said to be practically inexhaustible.

That this trade has been established and carried on without any

unhealthy forcing, and on a safe and conservative line, is fully proven by two facts, which may be substantiated by any one who will take the trouble to make the necessary inquiries: 1st. That the long established houses engaged in this trade, have, from it, constantly grown in capital and resources. 2nd. There has never been a failure, or even a temporary suspension of a Portland wholesale or jobbing house or bank. We think it safe to challenge a comparison in this respect with any other city in the world doing an equal amount of business.

The conservative methods which have been followed in establishing and carrying on this trade, could not be better illustrated than by the manner of conducting business followed by the leading wholesale grocery house of the



RESIDENCES OF THE JACOBS BROS.



city and of the Pacific Coast. This house does a business of many millions yearly, and yet sends out no traveling men and solicits no trade. True, this is now the only house in the city which follows this line of action. But prior to the coming in competition with the East, it was the line followed by all. And that it is still possible for one house to hold its trade while following this course, illustrates the conservative methods followed, as well as gives strong proof of the strength of Portland's position as a trade center. It may well be doubted if the spirit of conservatism has not at times gone too far, and held back where to go forward rapidly would have been safer, because more nearly meeting the demands of the situation in time. And it is probable that, had there been a little more of that spirit which anticipates the future, and is therefore fully prepared to meet it when it comes, indeed, aid its coming, Portland might have at this time a population double that which it can presently boast, and a trade and commerce much larger than it now has. But the results reached are, to say the least, not unsatisfactory.

Up to the year 1886, the rate of increase in the trade of the city was not so great but that its accumulation of capital, from the trade itself, was ample, not alone to enable it to meet the demands of its annual growth, but also to acquire sufficient surplus to meet the demands of the first years of extraordinary development. Indeed so profitable was this trade and so great the accumulation of wealth in the city, as a result of the advantageous position which it occupied, and the diversity and wealth of natural resources of its tributary country, that the city justly boasted of being the wealthiest city in the United States in proportion to its population. But there is a limit to all things. Even the longest purse may have demands made upon it which it cannot meet, and the results of the last few years have been such that the demands upon the city, arising from the great annual growth of its trade

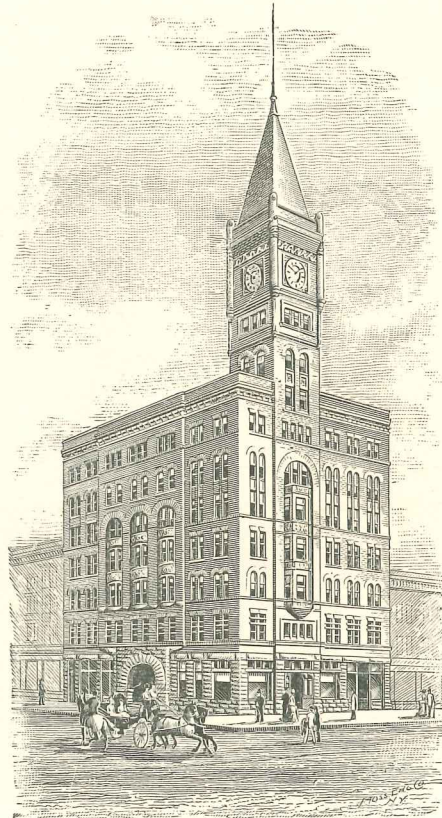


THE MARQUAM BLOCK. (Now building.)

and commerce, have become greater than the capital which it now has at hand is adequate to supply, and it now finds itself in a position where its opportunities are far greater than its ability to take advantage of them, with a prospect, that, unless it secures without delay a very considerable increase in the amount of its business capital, and the number of its bankers, merchants, manufacturers and investors, it will, in the near future, be utterly unable to meet the most pressing demands, let alone taking advantage of the opportunities which, if fully improved, might establish it as one of the greatest commercial and manufacturing centers in the United States.

The results of the past certainly fully establish the right of Portland to be classed as a metropolitan city, while those of the last few years would appear to indicate plainly enough, that there presently exists here very fine opportunities for the merchant, the manufacturer, the banker and the investor. But in considering the advantages which Portland in fact offers, the future must not be entirely lost sight of, and if that is viewed by the light of the past, taking into account presently existing though undeveloped natural resources, it will be found that what the past has accomplished is but a very small part of that which may reasonably be expected in the near future.

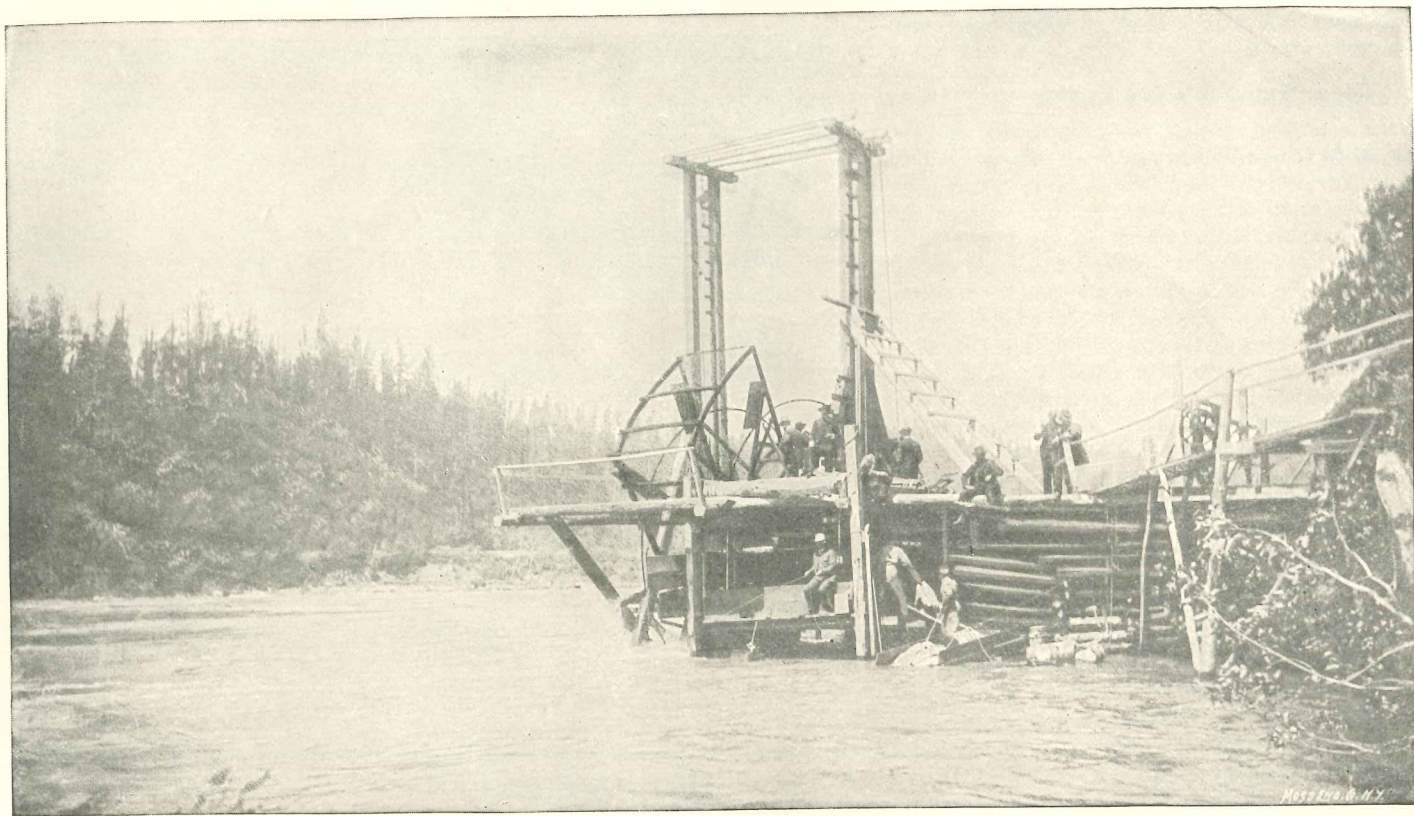
The Pacific Northwest is not one vast body of agricultural land, but it has enough and to



DAILY OREGONIAN BUILDING. (Now building.)

spare, and that of the very best quality, to support in comfort a population ten times in numbers what it now has, while to this is added a vast wealth of mineral resources embracing coal, iron, copper, nickel, gold, silver, and a number of others, and its timber resources are now admitted to be the greatest of any section of the United States. The population which a full development of these resources would bring to the territory of which Portland is the metropolis, it would be difficult to compute at this time, but it would certainly be from ten to twenty times what it now has, and what this increase in population would mean to Portland the results of the past fully show.

But as a matter of fact the extension of Portland's trade field is but yet in its infancy. Thus far it has been limited almost exclusively to the territory to which the trade of the city had extended prior to the time when railroads were built, increasing with the increase in population caused by the building of the roads, and but little has been done to push it beyond these limits. But what is wanting, except the capital and enterprise, to push this trade on all sides, until the boundaries of its field include an area double that now occupied? The transportation lines are here or are being rapidly provided, all other facilities are at hand, and it would appear that the opportunities are far greater than those who are here, and who have had their hands full supplying the immediate



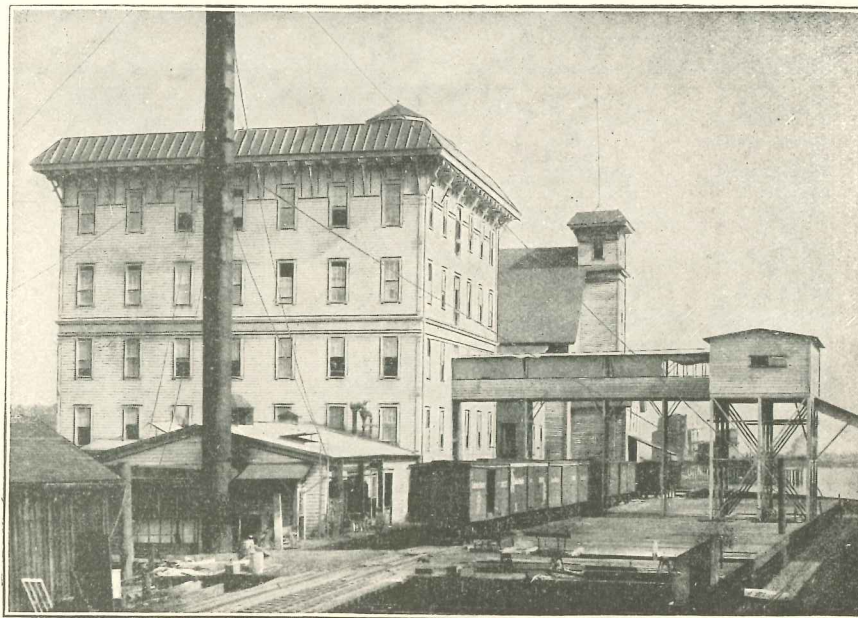
ALONG THE COLUMBIA—A FISH WHEEL.

needs of the hour, have at all realized, or at best have been able to take advantage of.

#### As a Manufacturing Center.

Though the exact date when a city enters upon any particular line of development can rarely be designated with a certainty, it is certain that Portland had made a very considerable advance towards her present position as a center of trade and commerce, before manufacturing in any line, save only the staples of flour and lumber, was ever thought of. Indeed, until the last few years, the country was too sparsely settled to make a direct demand for manufacturing on any considerable scale, and it was not until the year 1886 that the era of progress began. Even then the full extent of the field for which Portland might successfully manufacture, was not realized, and it is only just beginning to be recognized, that, in a considerable number of articles at least, this field includes, not alone the whole Pacific Coast, but South America, the Sandwich Islands, China and Japan.

Though some of her present manufacturing establishments were in existence and operating in a small way prior to 1886, the great bulk of the manufacturing done at Portland prior to that date, was in the staple articles of flour and lumber. At the present time, though the manufacture of these staples has largely increased, they do not constitute more than about one-fifth of the whole, and among the leading articles manufactured are to be found, in addition to these, pig-iron, cast iron pipe, iron work wrought and cast, such as machinery, boilers, fences, etc., stoves woolen cloth, furniture, sash doors and blinds, wagons and carriages, decorated glass, paint, oil, soap, bags, tents, and awnings, pottery, oil clothing, boots, and shoes, street cars, chairs, burial caskets, paper, trunks, and valises,



PORTLAND FLOUR MILLS.

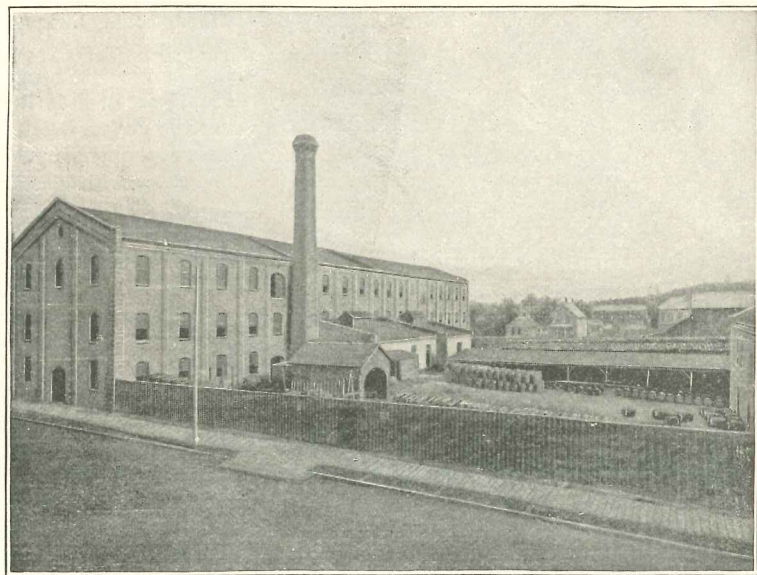
1204

show cases, etc., etc.

Some establishments have refused returns and the record as to the number of hands employed, and the value of manufactured product is not complete, but for all establishments from which returns could be obtained, for the years 1886, 1887, 1888, and 1889, it is as follows:

1886. Hands employed.....	2,764	Value of output.....	5,447,560
1887. Hands employed.....	3,376	Value of output.....	7,804,000
1888. Hands employed.....	5,009	Value of output.....	13,884,000
1889. Hands employed.....	7,862	Value of output.....	20,183,044

The line on which growth has taken place, is fully indicated by reference to a few of the branches. The furnace of the Oregon Iron and Steel Co., was completed and placed in operation in October, 1888, and iron was added to the list of articles manufactured. During 1889, the works of this company



PORTLAND CORDAGE WORKS.

.1205

employed 155 hands and had an output in pig iron and cast iron pipe, valued at \$650,000, and it will probably exceed \$1,000,000 for the current year. The Cordage Works began work the latter part of 1888, during 1889 it employed 70 hands and had an output valued at a little over \$400,000. So great has been the demand upon it that the capacity of the works was doubled the spring of the present year (1890), and the output for this year will probably nearly, if not quite, double that of last in value, and the same might be said of many other new lines. In lines already established manufacturing foundries and machine shops employed 524 hands during 1886 and had an output for the year valued at \$975,000, during 1889 they employed 1,284 hands and had an output valued at \$2,050,000, while in bags, tents, sails, etc., the output was so small as not to receive special classification in 1886, but had grown in 1889 to an output valued at \$870,000, with a corresponding increase in almost every branch on the list.

In addition to the advantages which Portland offers to the manufacturer, in the facilities which her complete system of transportation affords for collecting the raw material and distributing the manufactured product, not alone to all parts of the United States, but the world, she has cheap fuel, an abundance of raw material such as iron, wood, lime, cement, and many others, and is the center of the wool trade of the Pacific Northwest. But one of her greatest advantages, is in the abundance and cheapness of the water power afforded by the Willamette river, which, in its falls, provides power sufficient to turn the "mills of the Gods." This power never freezes, is ready for use day and night, winter and summer, on each and every one of the 365 days of the year; is easily used, and is surrounded by solid rock, offering the most permanent foundation possible for the many mills, the machinery of which its waters are one day to turn.

The exact amount of power which this fall affords, has never been accurately measured, but it is certainly several hundred thousand horse power. To form a tolerably accurate idea of its magnitude, it is only necessary for the reader to consider, that twelve miles below the falls, at

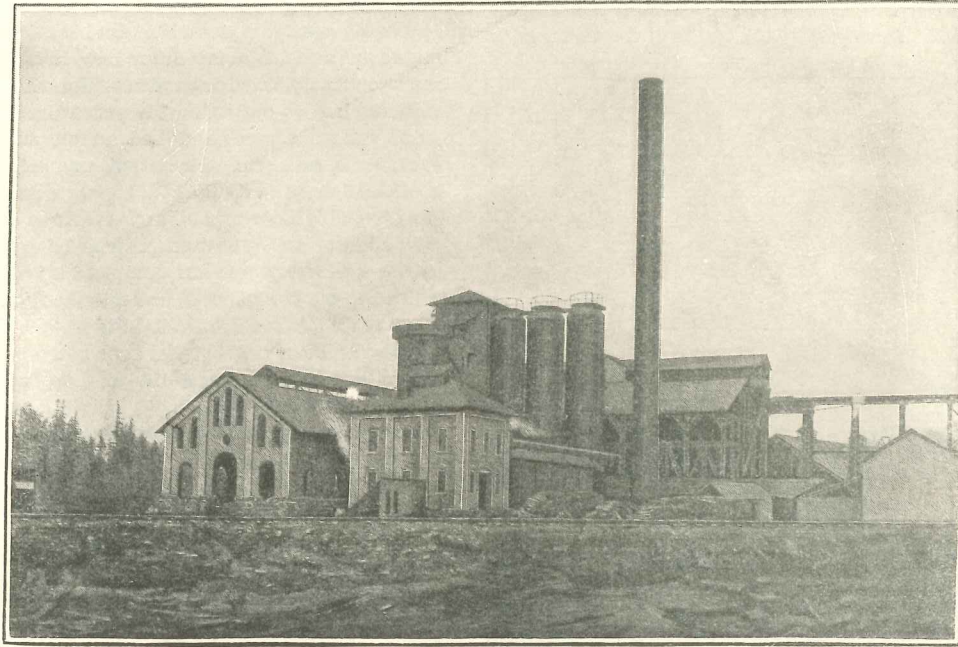
Portland, the Willamette river is navigable for the largest ocean vessels, and has a depth at the city front, of from 40 to 70 feet, while it is navigable for river steamers some hundred miles above the falls, at all seasons of the year. The falls are caused by a natural dam of hard basalt rock, joining at either end, bluffs of the same material of considerable height, so that neither dam nor abutments are liable to be washed away or suddenly changed in formation. This natural dam is in the shape of a horse-shoe, and of such height, that from the surface of the water above to the surface of the water below there is 41 feet of a fall, and so even in height is the top of the dam, that the water does not pour over any one particular part or parts, but is discharged in about even volume over the entire rim. The solidity of this dam and the evenness of surface, makes the diverting of the waters into flumes or races for carrying direct to mills, a matter of very little expense, while

the rock shores of the river offer mill sites where foundations are not liable to wash away.

Though there are several mills at these falls at this time, not one-twentieth of the power is yet in use, and its present owners offer to all factories, of

a permanent nature, ample power free for the first ten years with a guarantee of reasonable rates for all time to come. Meantime, the company which owns this power is using a small part of it in lighting the city of Portland and supplying many of its industries with electrical power. To what extent this may be carried in the future, depends entirely on the demand. This power is so great that it is not probable that it will ever all be used by mills, located at the falls, and it is more than possible that a large part of the manufacturing establishments located directly in Portland, will receive their power from here by means of the electric wire.

“What lines can be



BLAST FURNACE OREGON IRON AND STEEL CO.

.1206



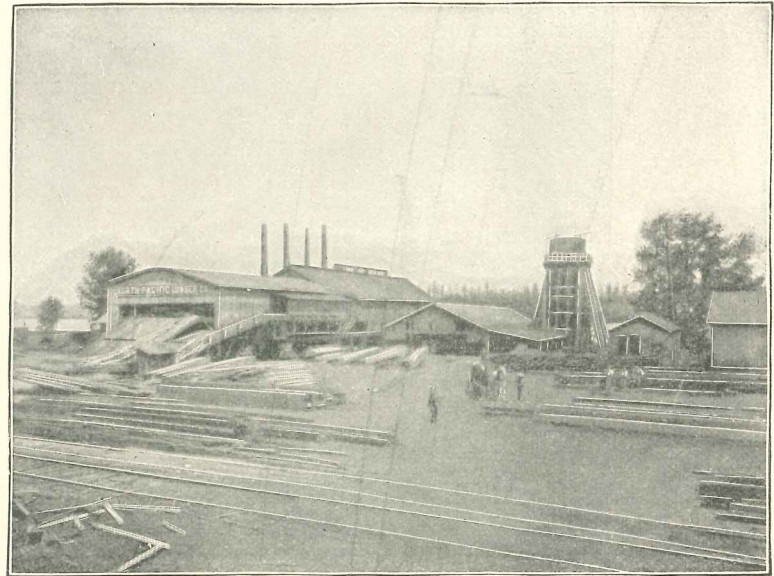
WILLAMETTE FALLS.

Portland, Oregon.

successfully manufactured in Portland," is a question often asked us. To answer this question would require a knowledge of all the various branches of manufacture which we do not possess, and we find ourselves unable to answer it in detail. We are also, at times, asked to express an opinion as to some particular line, of which we have no knowledge either on the technical or what might be called the business side, and find no one among our citizens who has. In such cases we are unable to do more than give the general facts in the case, such as we have endeavored to set forth clearly in this pamphlet, and, giving the facts as to particulars asked for, leave the enquirer to judge for himself as to what the opening is in his particular line.

At the end of the year 1889, there was invested in Portland's manufacturing industries, the sum of \$12,693,500, of which sum but \$890,000 was outside capital. Portland is a trade center and her average business man is business to the backbone, does not look upon trade or manufacture with the eyes of sentiment, nor is he at all given to embarking in enterprises for the sole purpose of benefitting the community at large. That the opportunities for making money rapidly are far greater in Portland than in most other cities, fully appears from the wealth that has heretofore, and is now accumulating here. Returns that are at the East regarded as ample, would not here be considered as a profit. The existing manufacturing enterprises have received no subsidies, they have grown up under a demand great enough to make the promises of exceptional returns almost a certainty, and though often in the hands of men having no technical knowledge of the business, once established they have grown rapidly. The list of articles manufactured here, to a greater or less extent, includes over 100 separate lines, and is too long to give here complete, but the following, taken from the returns of 1889, will give a pretty fair idea of how the manufacturing interests of the city stand.

	No of Hands	Value of Output		No of Hands	Value of Output
Pig Iron and Cast Iron Pipe...	155	\$ 650,000	Cordage.....	70	\$ 400,000
Foundries and Machine Shops.....	1284	2,050,000	Pottery.....	45	110,000
Lumber.....	760	1,900,000	Soap.....	45	130,000
Sash Doors, etc.....	168	580,000	Bags, Tents, Sails, etc..	100	870,000
Flour, etc.....	80	2,806,000	Stoves.....	15	39,000
Furniture.....	455	900,000	Oil Clothing.....	16	25,000
Woolen Goods.....	350	786,000	Tanning.....	40	100,000
Beer.....	75	650,000	Decorative Glass.....	9	35,000



NORTH PACIFIC LUMBERING CO.'S MILL.

11208





RESIDENCE OF GEORGE SNELL.

.1209

A city whose manufacturing interests have grown up as those of Portland have is certainly, to say the least, on a not unsafe foundation as a manufacturing center, while the success that has attended them in the past, goes far to prove the advantages which the city offers the manufacturer as a location for his factory, and, in a general way at least, answers the question as to whether or not manufacturing will pay in Portland.

In the staples of flour and lumber and its accompaniment, sash, doors, etc., the field for profitable manufacture is practically limited by the supply of capital and raw material only; the demand for these articles not

being confined to this coast, but coming from all parts of the world is, to all intents and purposes, unlimited.

The immediate success attendant upon the starting of the furnaces of the Oregon Iron and Steel Co., and the excess of demand over the supply of pig iron produced, leaves no doubt as to the demand that there is on this coast for this class of production, and the practicability of supplying it from this point. But the demand is not alone for pig iron, it is also for iron and steel of all grades and sizes, bar, rails, nails and all other classes, and is constantly increasing. The transportation facilities of Portland are far superior



RESIDENCE OF HENRY FAILING.

.1210

*Portland, Oregon.*

to those of any other point west of the Rocky mountains. The iron beds extend from a point forty miles north of Portland to a point ten miles south of the city, are of a high grade as to quality, and exhaustless as to quantity, should make this point the center of the iron industry of the Pacific Coast, and we can see no reason why rolling and nail mills would not meet with as immediate and great success as has attended the furnace now here.

As the metropolis of a section of country rich in the precious metals, including vast deposits of silver ore of all grades, this should be the seat not alone of extensive smelting and refining works, but also of lead and other works manufacturing the materials which these works separate from the precious metals. The ores are of all varieties necessary for mixing in order to flux at a minimum of cost, while iron ore, limestone and other necessary materials are at hand. A smelter with a capacity of 150 tons per day is about completed, and will probably be placed in operation this fall (1890). But the amount of ore at hand runs into the thousands of tons daily, much of which cannot be handled because it is of too low a grade to bear transportation east, and there is not only ample room, but a demand for other smelters and their accompaniment of white lead works, pipe works, shot towers, etc.

If we may judge by the quantity of goods sold here and the abundance and quality of the raw material, there is an excellent opening for glass works, manufacturing at least the lower grade of goods, agricultural implement works, and work

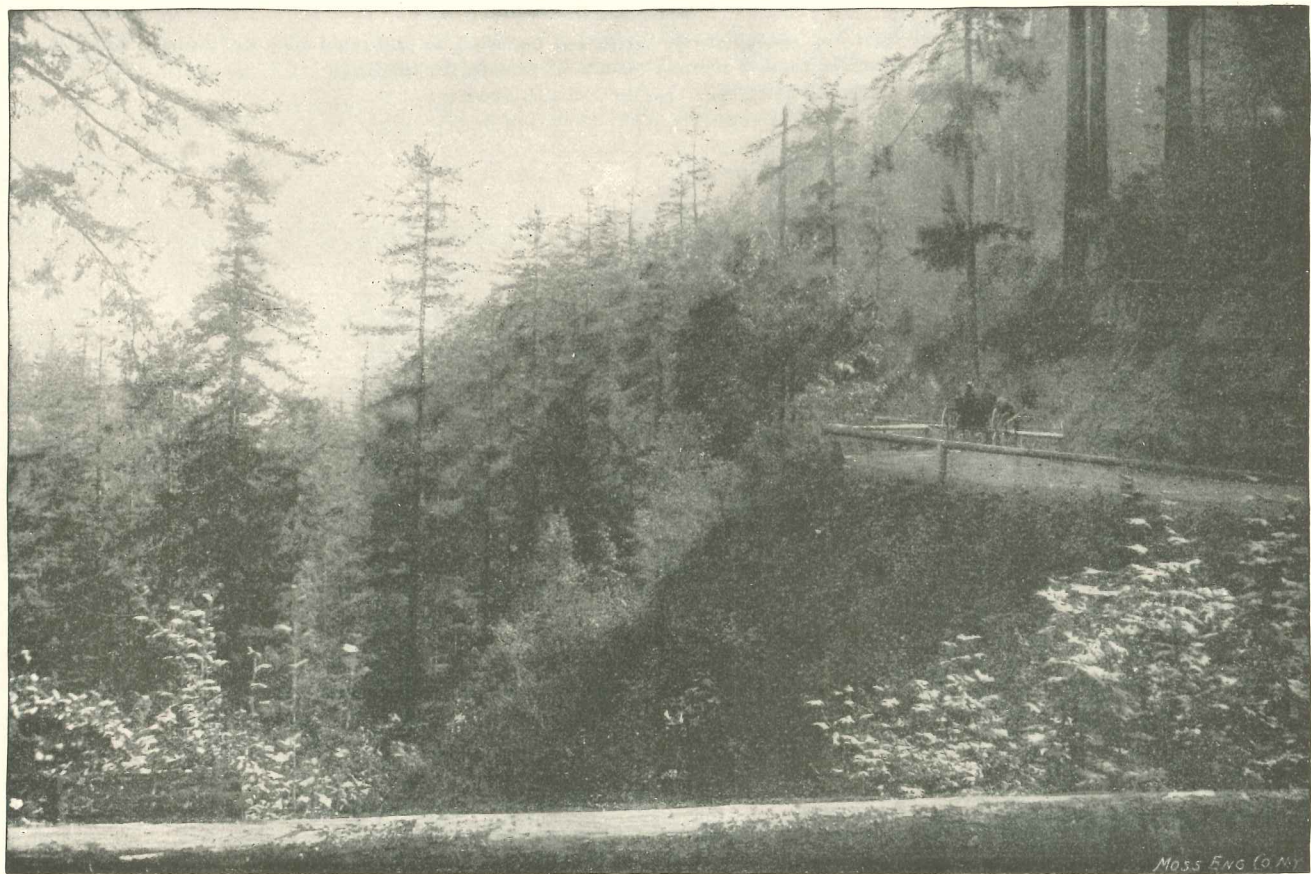
manufacturing machinery of all kinds. In all these lines there is sold at Portland alone, enough of the product to maintain manufacturing on a large scale, but the market would be the whole Pacific coast. Indeed, if we may judge by the past, there are but few articles sold in this market, that may not be manufactured here successfully, and especially is this so as to all bulky articles. The freight from the east gives the manufacturer located here, a large margin for profit in competition with his eastern competitor, and the facilities for manufacturing could not be better than they are here.

**As a Field for Investment.**

The advantages which Portland real estate, improved and unimproved, offers to the investor, are of the same certain and substantial nature as those which her extended and well established trade and commerce offer to the merchant and manufacturer. She is not in any sense of the word a boom city. Resting on the solid foundation of a trade of ample proportions, the booming of town lots has not been necessary to her prosperity, nor risen to any considerable rank among her industries. Her legitimate business interests being her principal care, slight causes have not disturbed her, and, as the profit of a few additional thousands, is but of small moment to the man of millions, compared with what it is to him who is struggling on the verge of poverty, so the building of some new line of railroad, or the adding of some one other to the many advantages already possessed by Portland, has been but the adding of



WASHINGTON BUILDING. (Erected 1889.)



Moss Eng Co NY

THE CORNELL ROAD.

## Portland, Oregon.

a little more to the already great store, and has not here had the effect of creating one of those booms that follow from like causes in smaller cities, which have their position as centers of trade and commerce yet to make.

Advance in real estate values, is the ever present attendant on the growth of cities in wealth and population, and Portland has proven no exception to the general rule. As the village grew to the town, and the town to the city; as the country increased in population, and the trade of the city became proportionately greater: as time passed and it became evident that her position as metropolis and trade center was fixed beyond the possibility of successful rivalry, her real estate surely, if at times slowly, advanced in value. In common with other cities, Portland has seen times when real estate was dull of sale but at no time have values ever been run up beyond actual values, and at no time have they ever receded. The advance in value, being in all cases the result of advance in prosperity and wealth, has ever remained permanent.

As with her trade and manufacturing interests, so with her real estate, the

period of considerable and rapid advance has been since the year 1886. The record of real estate transaction for the years 1886, 1887, 1888, and 1889, shows the following:

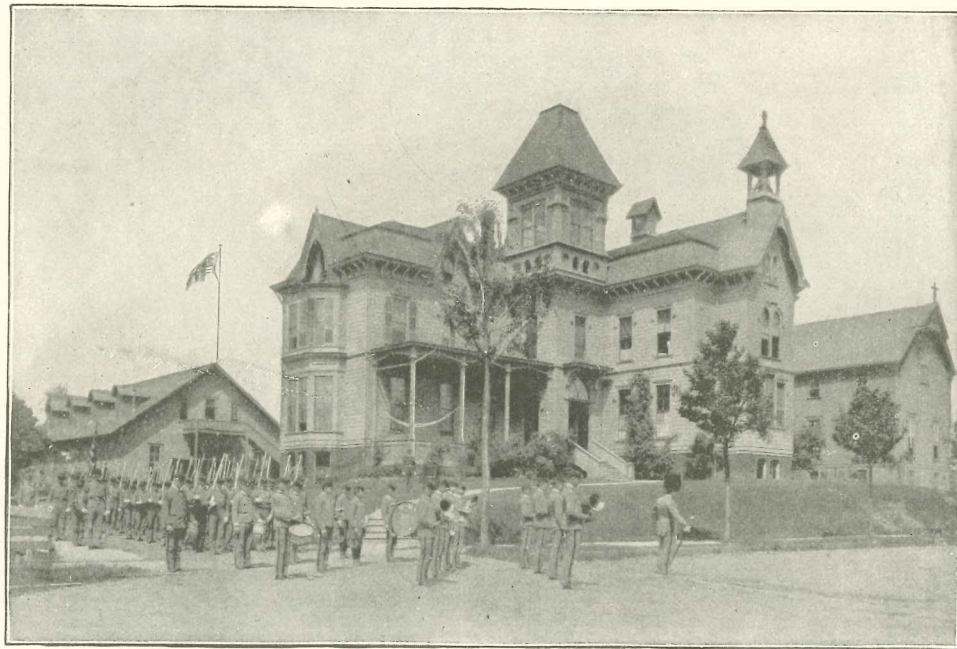
1886, number of transfers.....	1546	consideration.....	\$ 2,214,807
1887, " " .....	2759	" .....	5,864,081
1888, " " .....	3210	" .....	7,035,856
1889, " " .....	5721	" .....	14,140,352

while during the first six months of the present year (1890) there were 3112 transfers with a total consideration of \$7,534,055.

True, these figures are not startling when compared with those of boom cities, where speculation runs high and transfers are frequent at a too rapidly advancing price, and when compared with the amount spent for improvements during the same years, it fully appears that they do not indicate anything like the existence of a boom. The amount spent for improvements during each of these same four years was as follows:

1886.....	\$1,989,191.00
1887.....	2,784,024.00
1888.....	3,522,639.00
1889.....	5,000,879.00

That the same conservatism has ruled in the line

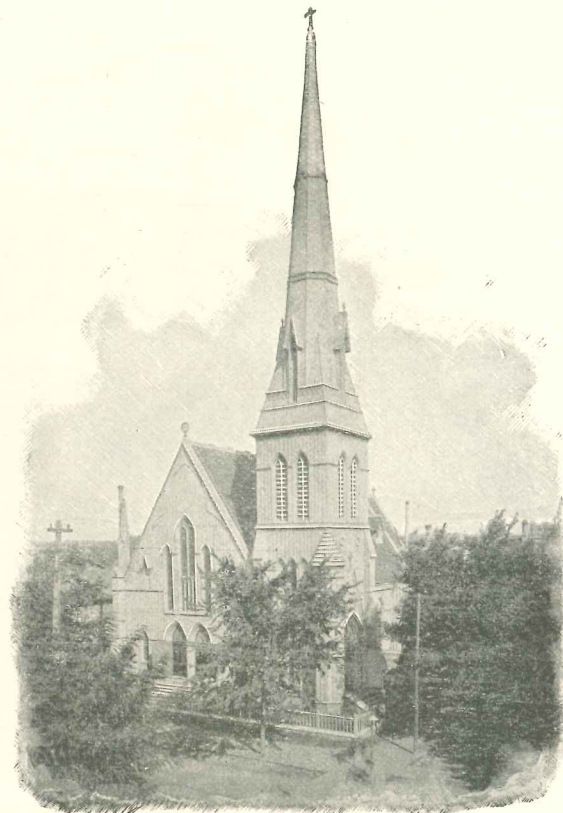


BISHOP SCOTT ACADEMY.

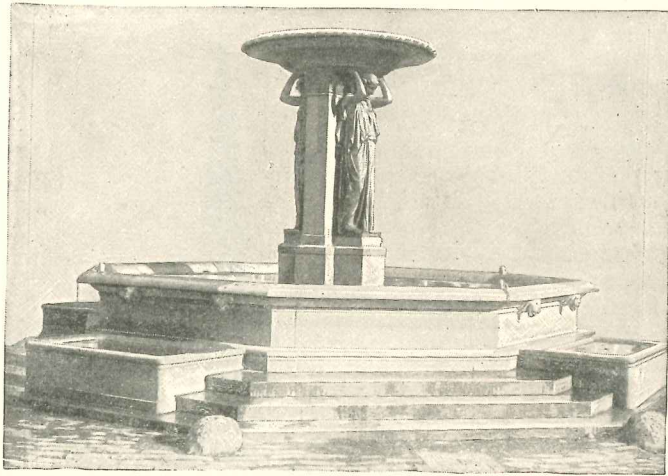
of Portland's real estate investments, that has so long governed her trade, appears from the fact, that all dwellings are rented, as a rule, long before they are completed, while in the matter of business buildings, and especially those suited to large wholesale houses, the demand is far greater than the supply. This new population has come in response to the demands of the increased business interests, and all are occupied.

In the absence of reliable census returns as for each year, the rate of growth which the city has had in population, cannot be stated with the same certainty as the rate of growth of its trade and manufacturing interests, but we are not without the means of arriving at a tolerably correct idea of what this rate of growth has been. Take the consumption of water, the rate of increase is certainly, for the most part at least, dependent on the increase in number of consumers. The water mains of this city do not reach the suburbs and figures can be given for the main body of the city only. But the increase in population in the outlying districts has been, at least, at an equal rate to that of the main city, and the figures give the proportion of increase with reasonable accuracy. As a fair average take the month of May, the average daily consumption of water in gallons was for 1886, 3,870,000; for 1887, 4,600,000; for 1888, 5,677,000; for 1889, 6,344,000; for 1890, 9,921,000, and for other months of the year the proportion is the same. While the establishing of additional factories, and other causes may make the average rate of consumption greater per head, this certainly indicates at least a doubling of population in the last four years, showing that the rate of increase here has about kept pace with that in trade, though it may be less than that in manufacturing industries.

Though rapid growth and extension gives to some portions of the city a crude and unfinished appearance, Portland is in the main a well built and well improved city, with solidly built business blocks and private residences that will compare favorably with those of most cities of several times its size. The streets are, for the most part, well paved, and, in the residence portion, lined with beautiful shade trees. There is an abundant supply of gas, electricity and water (the waterworks are owned by the city), an efficient police force under the control of a board of Police Commissioners; a completely equipped paid fire department under the control of a board of Fire Commissioners; a complete system of sewerage, good markets, and in fact all those necessities and conveniences of city life, usually found in old cities, but rarely existing in the new and growing cities of the west. At this time the city has 70 miles of graded and paved streets, 40 miles of sewer, over 60 miles of water mains, varying in size from 4 to 30



TRINITY CHURCH. (Episcopal.)

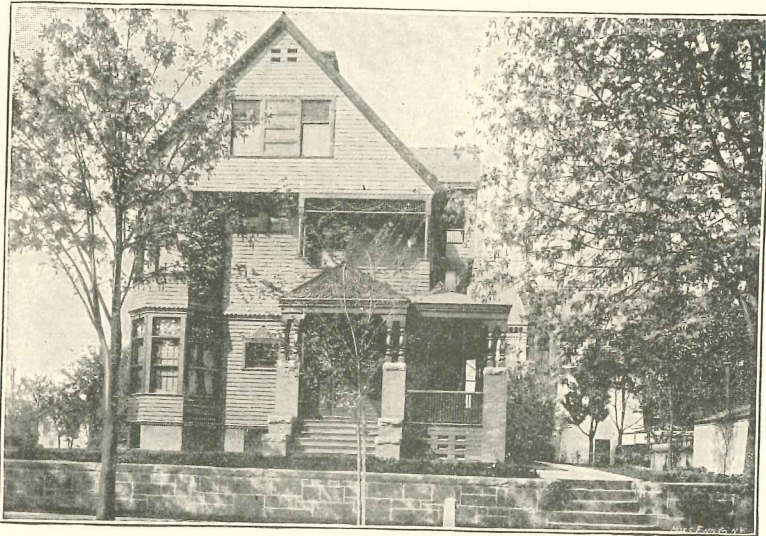
*Portland, Oregon.*

SKIDMORE FOUNTAIN.

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inches, and upwards of 60 miles of street car line, cable, electricity, steam and horse, with new lines and extensions constantly adding to the number of miles.

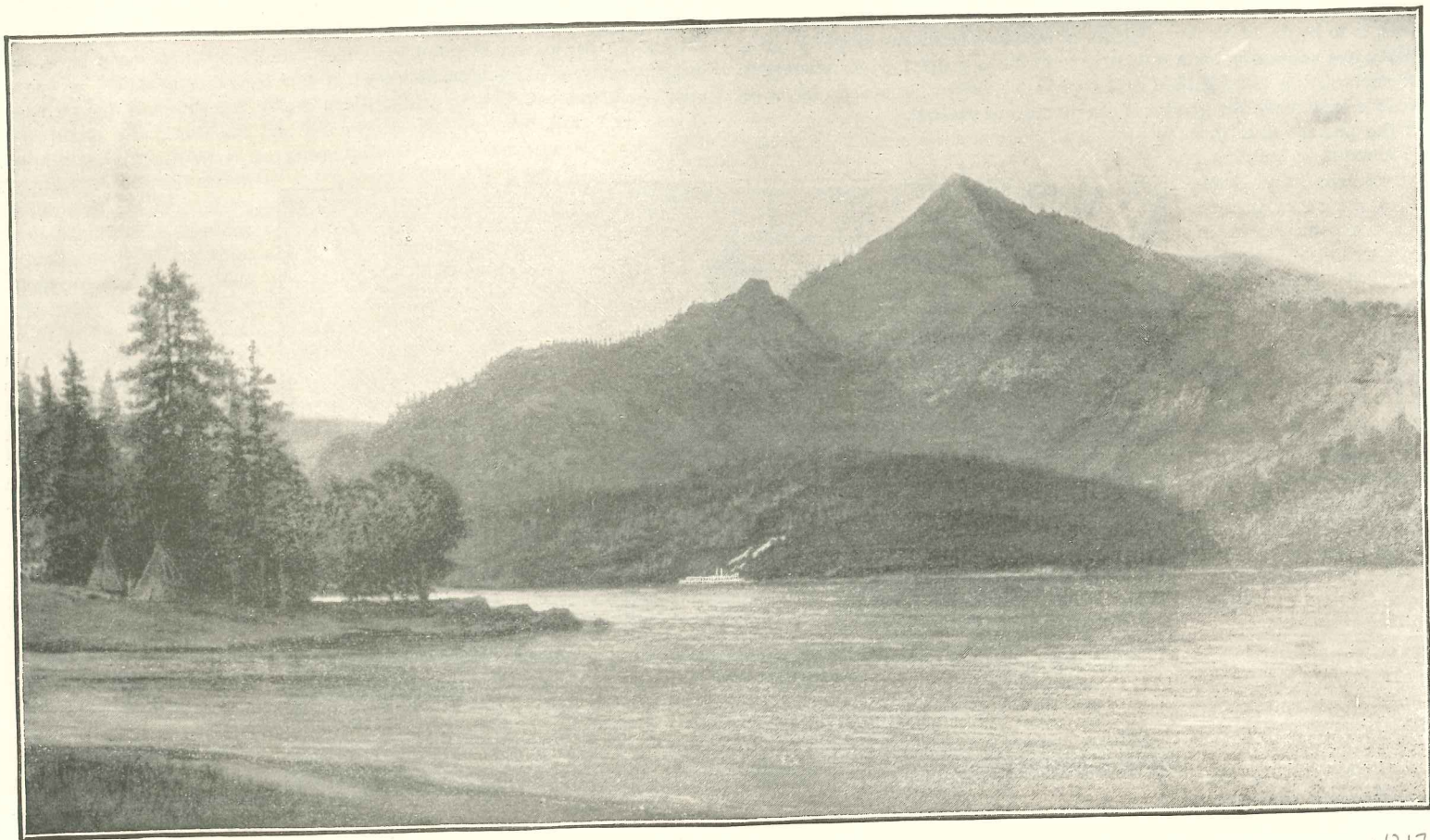
The profit to be derived from real estate investments in Portland, that may be counted on with reasonable certainty, is from 25 to 30 per cent. per annum, assuming always, that investments are made with reasonable care and judgment. Certainly many instances might be cited where they have greatly exceeded this rate, and where one to two hundred per cent. has been realized, but these instances are the exception and not the rule, about as much the exception as instances where the profit has fallen below 20 per cent., and we think that 25 per cent. may be given as a safe average. These



RESIDENCE OF MRS. C. E. SITTON.

.1216

investments are of two kinds, in improved and in unimproved property. In improved property the rise in value in proportion to cost is not so great as in case of purchase of unimproved property, in the direct line of growth as of business or residence property, as a considerable share of the cost is in the improvements, and these do not advance in value. But this property pays an income which, in case of residence property, will run from ten to twelve, and in case of business property, properly improved, from ten to fifteen per cent. on the value, and this with the enhancement in price, makes the final profit about equal that of unimproved property. In unimproved property the greatest security combined with the quickest and largest



ALONG THE COLUMBIA—PYRAMID MOUNTAIN.

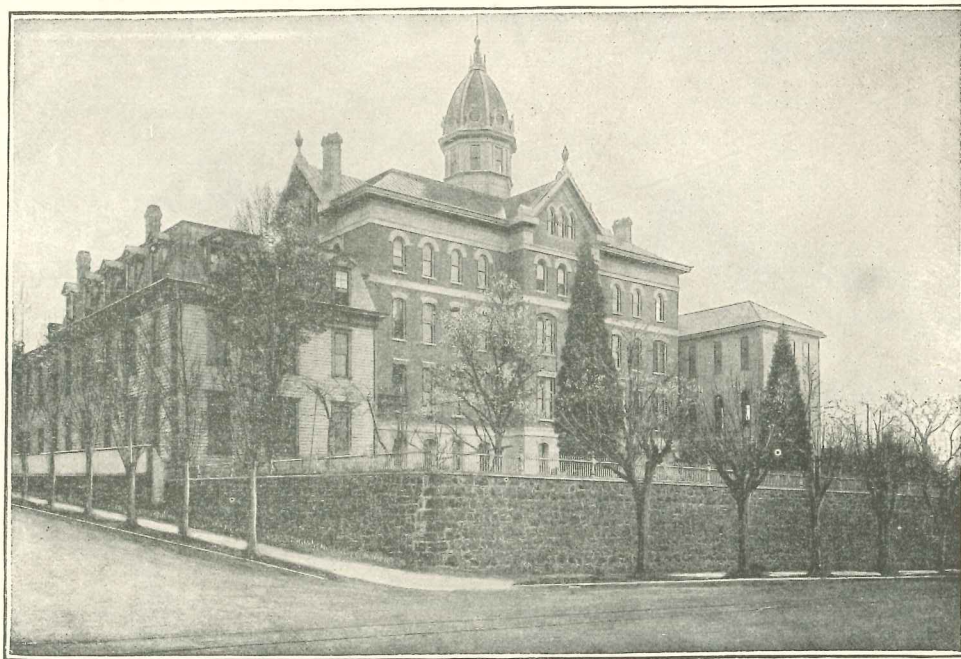
v. 1217

returns, is to be found on the outskirts of standard residence property, or in property just advancing from residence to business property, the advance in these cases being considerable and sure, even without a general advance, while it is only made the greater if the advance is general.

At the present time there is opportunity for the investment of a very large amount in buildings, both residence and business, at a rate of income considerably in excess of ruling rates of interest. Exactly what amount could be profitably employed in this way at this time, it is difficult to state with any degree of accuracy, but probably from \$10,000,000 to \$20,000,000. The building of dwelling houses, for the last two years, has not supplied the demand by one half, while in business buildings comparatively but little has been done. A considerable number of the larger wholesale houses now here, are in urgent need of more extensive quarters, and it is safe to say that several blocks of large buildings, suited to the wholesale trade, would find occupants on long leases at remunera-

tive rates. In the way of retail and office buildings the demand is, if anything greater, all desirable buildings of this class are occupied as fast as completed, at rates of rent paying from twelve to as high as eighteen and twenty per cent. on the value of ground and building, and many more than are constructed would readily find occupants if in the proper location.

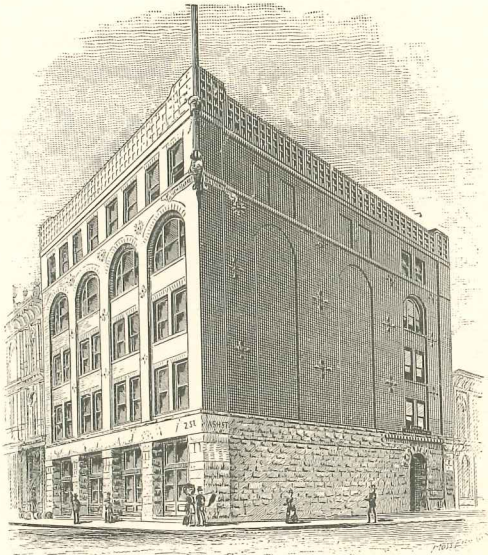
With the demands of her trade and manufacturing interests presently so great and growing so rapidly, that she stands in urgent need of additional capital therein, Portland is in no position to do her own building on a scale such as her growth in trade and population demands, and must look to outside capital to supply her needs in this respect. At no time in the past has this class of investments ever been unsafe or unremunerative, and it is safe to say that the future will see no change in this respect until the mountain ranges disappear and the rivers cease to flow past Portland on their way to the sea. While this class of investment may be relied upon for returns above the ruling rate of interest, one year



ST. MARY'S ACADEMY.



## As a Field for Investment.



THOMSON & BURRELL BUILDING. (Erected 1889.)

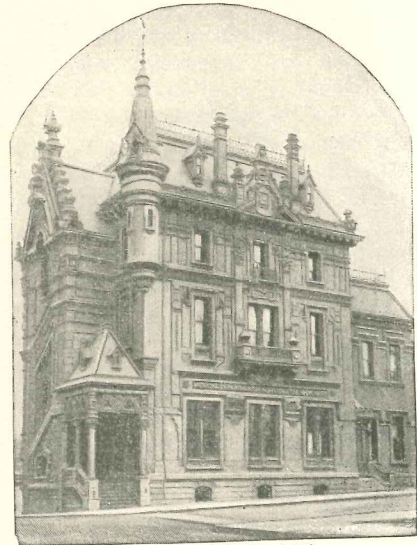
income of from ten to fifteen per cent. per annum on its value, he is naturally in no haste to dispose of the same. But desirable business and residence property, in some instances needing only the proper buildings to make it as profitable as any in the city, in others in part at least improved, is always to be had at reasonable rates. Indeed, so rapidly is the business and residence portion of the city extending, that what is now considered on the outskirts of either class, will, immediately on the proper buildings being erected, become as choice as that now ranking as first class simply because it is so improved as to be subject to occupancy.

with another, it also has in it a profit in the rise in value, which, even though there is no desire to sell, makes itself felt in an increased rental.

The complaint is at times made that desirable business and residence property is not readily to be had in Portland; in one sense this is true. Portland property is held as an investment not simply carried, and when an owner has his property properly improved, and has learned from an experience of some years, that he may safely count on a net

In real estate investments as in the trade and commerce of the city the future should not be lost sight of. Indeed, it plays a more prominent part in the profits of the investor, than in those of the merchant or manufacturer, their success is largely dependent on their own skill and energy, a future of growth and prosperity brings the investor profits, in a rise in values, with which his skill or energy have nothing to do.

The natural resources of Portland's tributary country, are ten-fold those of the Pacific Southwest, which have made San Francisco one of the great cities of the United States. The past leaves no room to doubt the permanence of her position as metropolis and trade center, nor the extent of her domain as such. That her future must be, as her past has been, one of rapid progress, is certain. Is it too much to expect that she will at no distant day rank as the principal city of the Pacific Coast? The era of great growth is but just beginning, and the near future promises to far exceed the past. What an advance in population from tens to hundreds of thousands means to the owner of real estate, is so fully proven by the history of the property interests of every great commercial center in the world, that it is no longer subject to doubt nor mere matter of speculation.



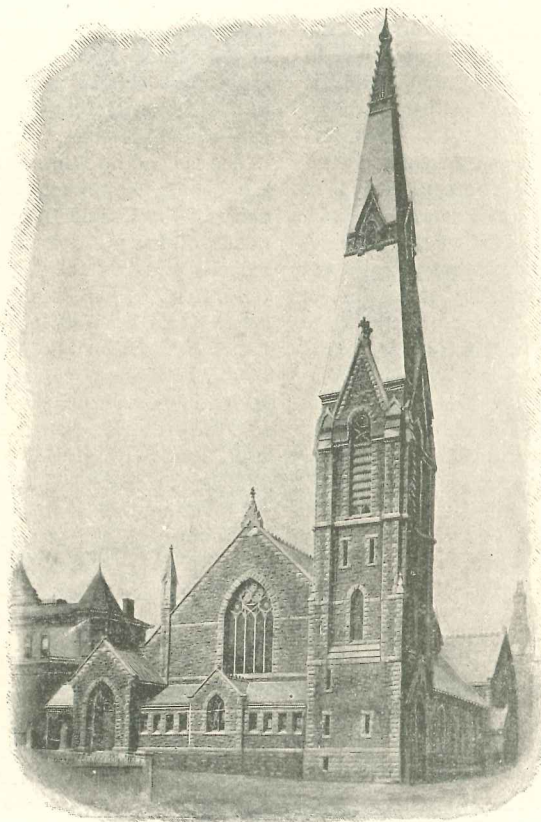
MEDICAL COLLEGE,

**As a Place of Residence.**

Those who may desire to take advantage of the golden opportunities which Portland certainly offers to the banker, the merchant, the manufacturer and the investor, need have no fear that, in making the city their place of residence, they will have to forego any of the educational or social advantages, nor yet any of the comforts or luxuries of life, which they would find in the older cities of the east and to which they may have been accustomed, while in all of attractiveness which natural beauty of location and surrounding lends they will find Portland to be without a peer among the cities of the United States.

The city is situated on both sides of the Willamette river. To the east the ground is high and well drained, affording choice and pleasant sites for residences; to the west it slopes gently from the river to a range of hills which, within a comparatively short distance rise to an elevation of one thousand feet above the city front, and which, along their eastern slope, afford building sites as picturesque as the jutting crags on which the old feudal lords were wont to build their castles, while at the same time they are within easy reach of the business center.

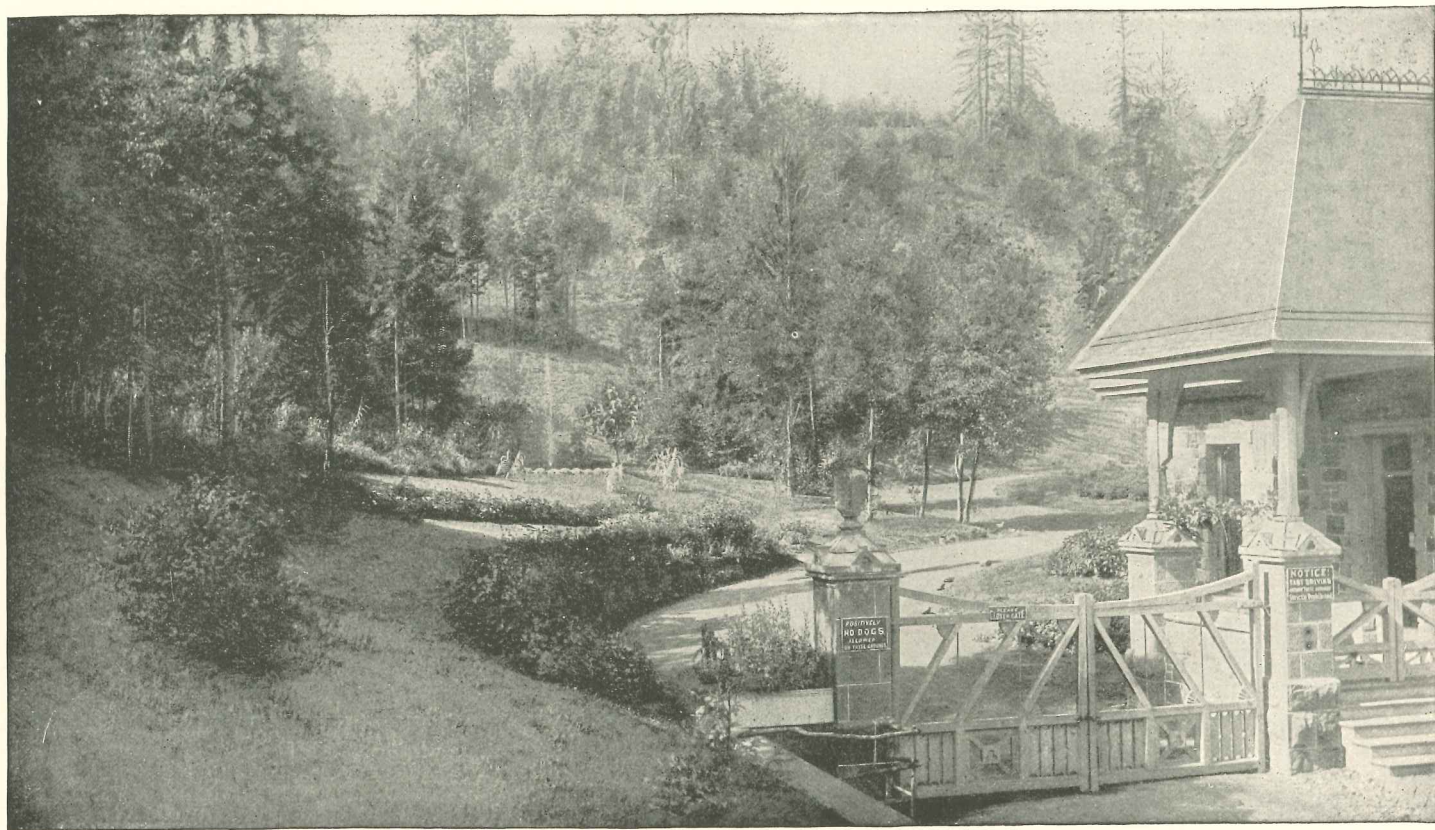
From all portions of the city may be seen the Cascade mountains with their snow clad peaks, while, as the hills to the west are



FIRST PRESBYTERIAN CHURCH.

ascended, the view broadens until, from the extreme top of some of the higher points may be seen, to the east, the broad valley with its two majestic rivers, the Columbia and the Willamette; in the foreground, Portland; in the middle distance, Vancouver, and bounding the horizon on the east, the Cascade mountains, with the snow clad peaks of Hood, Adams, St. Helens and Rainier, to the west; the valley of the Tualatin, dotted with farms and villages, stretching away from the foot of the hills to the Coast range, which alone shuts out the view of the Pacific ocean and bounds the horizon on the west. Nor is this view ever the same. From every gorge and projecting spur of this range of hills it has a beauty all its own, lending to each point of view a charm peculiar to itself, and making a never ending variety of wondrous scenery.

Within the limits of an outing of from one to three days' duration, the citizen of Portland may, at his will, find all that variety of the beautiful, the grand and the terrible, which nature produces in her various moods. The Columbia, without a rival in the grandeur of its scenery as it has but few in the volume of its waters, offers him passage to the heart of the Cascade mountains and return between the rising and the setting of the sun. Here are the cliffs of the Yosemite, only greater in extent; the valley of the Yosemite, only longer and wider; and flowing through all a river



ENTRANCE TO RIVER VIEW CEMETERY.



CHAMBER OF COMMERCE. (Now building.)

1223

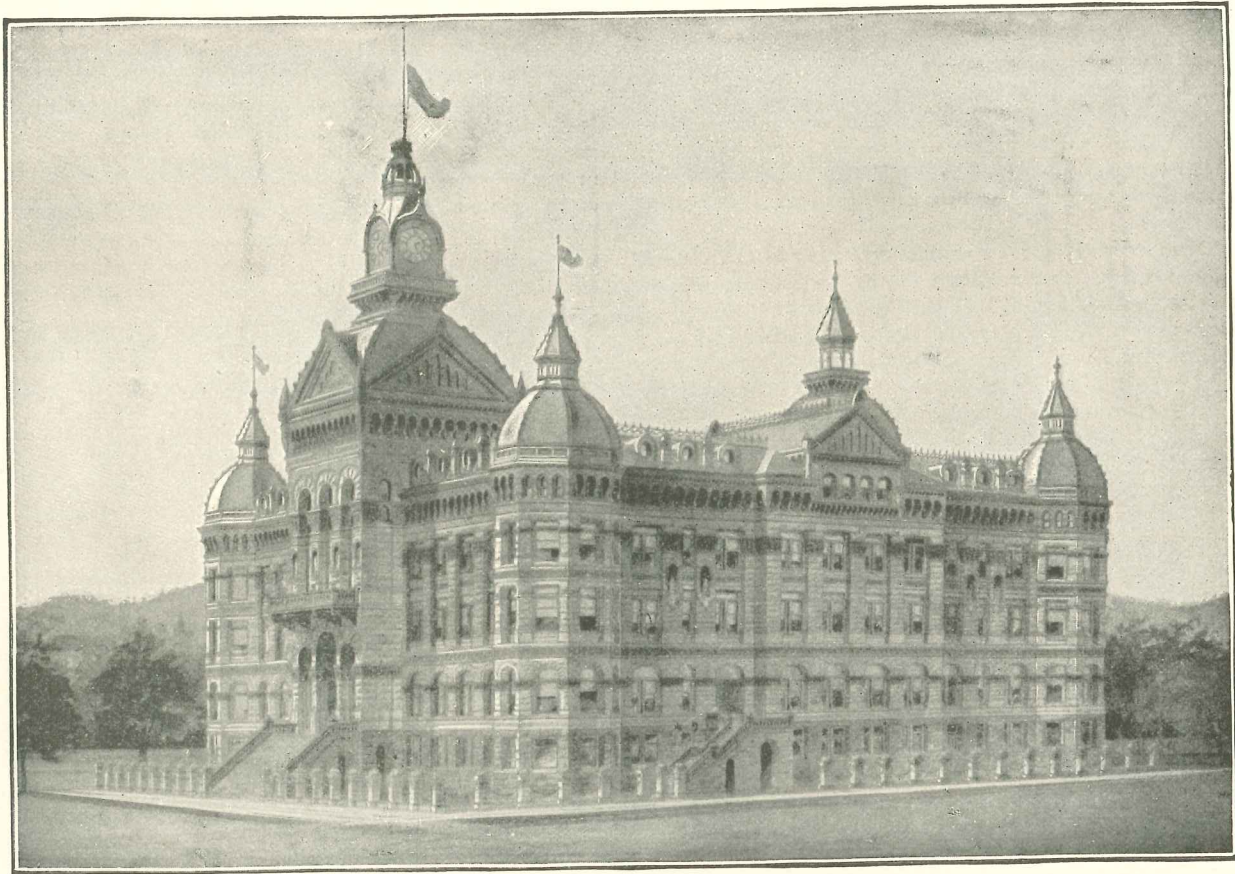
more mighty than the Hudson, the Rhine or the Mississippi. If he follows the river to the sea he finds a beauty which varies from the low lands of the Mississippi in the immediate foreground with the mountains of the Coast and Cascade ranges in the distance, to the Palisades and rugged banks of the Hudson or the Rhine. He may leave the city in the morning to be lost among the yawning chasms, roaring torrents, or peaceful lakes of the Cas-

cade range, or be treading the glaciers of Mount Hood before the setting of the sun. In short, within an hour's walk of the heart of this busy city, are beauties surpassing the White Mountains or Adirondacks, while the grandeur of the Alps lies within the limits of a day's picnicking.

Owing its birth, as its growth, to its position as a center of trade and commerce, Portland has, from the first, been visited by ships from and held intercourse with all parts of the world. This has given to the city a cosmopolitan character common to large cities only, and but rarely found in cities of her size, and, as a consequence, there is to be found here a sprinkling of that rougher element which is one of the characteristics of great centers of trade and commerce. But, if Portland's position of trade center has brought to her a rougher element in what might be termed her lower classes, it has had the opposite effect in the collecting together of her better classes, and in her social life the city has none of that crudity which is the result of the hasty throwing together of incongruous elements, and which is so often found in the active and rapidly growing cities of the west.

The growth of the city in trade and commerce being even more rapid than that in population, there has been at all times sufficient and to spare of legitimate business and investment to occupy to the fullest extent the time and capital of the resident and the new comer. This, with the spirit of conservatism, which is the characteristic of all commercial communities, has almost entirely prevented wild cat speculation and rendered booming as a branch of business impossible, and, as a consequence Portland has attracted those only who were in search of opportunities in trade or investment, for the safe employment of capital with remunerative and sure returns.

The vast majority of the citizens of Portland came from eastern centers of business and of culture, many of them within the last few years. Coming to the Pacific Northwest to engage in some line of regular and legitimate business, they located in Portland for the reason that they found here the center of trade and commerce of the entire country, they have remained here because the city has retained her position as such. Bringing with them



CITY HALL. (Now building.)

1224

*Portland, Oregon.*

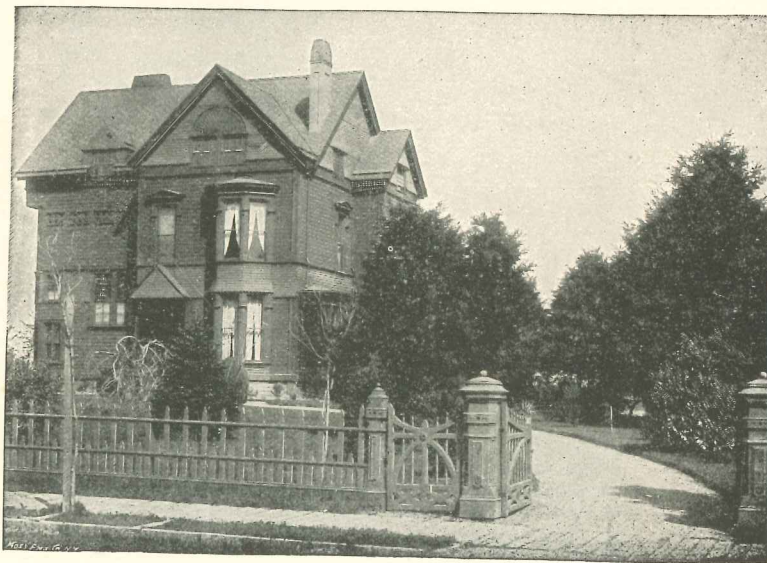
all that love of polite life which they had acquired in their old homes and finding others here of like tastes and culture, a society has been established which is free from all that smacks of ostentation and second to none in intelligence and refinement. The atmosphere is that of an eastern community, quiet elegance of dress and manners is conspicuous, the interest of literature, art and music are cultivated in a degree very remarkable when the age of the community is considered, and the tone of the press is dignified and decent.

The public school system will bear the closest scrutiny and comparison with the best in the country. The buildings, thirteen in number, are constructed on the most approved plan, and all that architectural skill and the best materials can do to make them serviceable, substantial and ornamental structures, has been done. They are all supplied with the best modern furnishings, and whatever tends to an elevating and refining influence is observed in the decoration of the grounds and buildings. The High School building is a brick structure, located on an entire block, and has two main entrances. The outside of the walls is covered with cement, giving them something of the appearance of stone. From east to west the measurement is two hundred feet, from north to south one hundred and forty feet, and it is three stories above the basement. Under the sky-light there is an area, or court, thirty-seven by sixty-two feet, on each of the floors, which is partly occupied by the stairways. The heating throughout is by hot water, direct radiation. This structure cost \$127,000. It is modeled on the plan of the Case school building in Cleveland, Ohio, and is as near perfection for the purposes intended to be served as possible to attain in the present stage of advancement of science. The other buildings are constructed upon the same general plan as the High School, and are furnished in the very best manner.

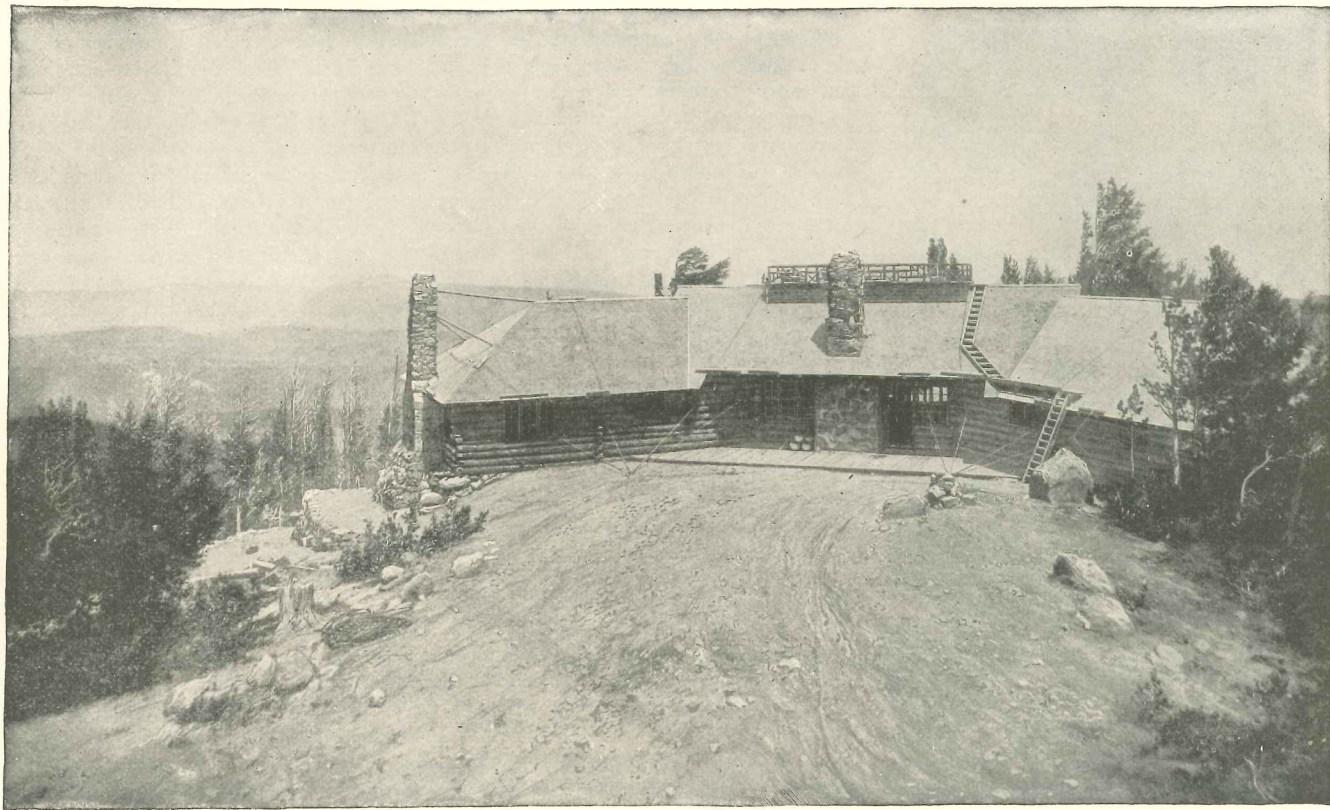
In what we class as the city of Portland, there are, in addition to the High School, twelve school buildings, two of which cost \$38,000 each; one \$31,000; one \$21,800; one \$16,900; one \$15,000; five \$10,000 each

and one \$1,600 and the total value of all real estate belonging to the schools is upward of \$650,000.

The schools are thoroughly organized and graded in every department. Good salaries are paid teachers, and only capable and experienced persons are employed as instructors. Additions to the corps are made each year to meet the demands of the growth of the city. The school government is totally separate from, and independent of the municipal government. Its administration is entirely free from political bias, its election being held early in March, and having no bearing on the other elections. Once each year there is a meeting of the voters—the regular New England town

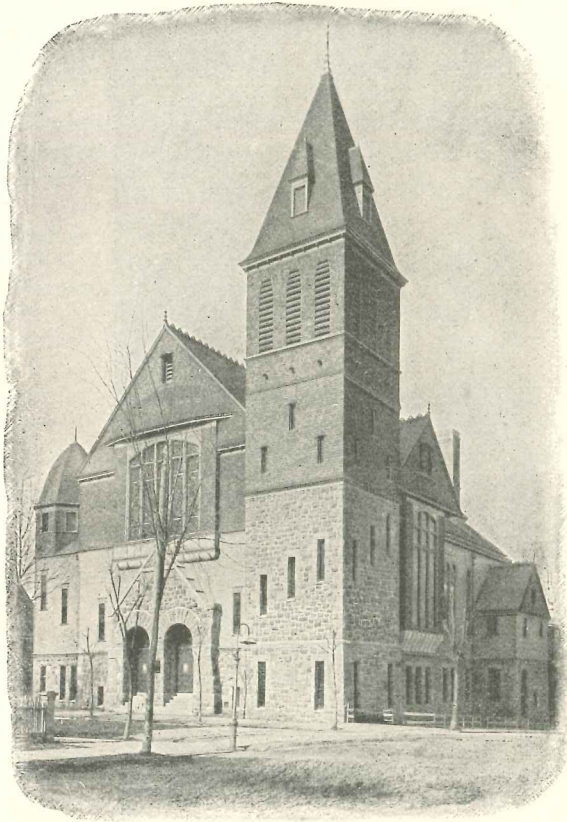


RESIDENCE OF S. HEITSHU.



CLOUD CAP INN—MT. HOOD.

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*Portland, Oregon.*

GRACE METHODIST CHURCH.

meeting at which the directors make their annual report of the condition of the schools, state of finances, etc., and the tax for the following year is voted there, the taxpayers taxing themselves for the maintenance of public instruction. The amount received from the county and State is usually sufficient to support the schools nearly half the year, and the taxpayers have never yet failed to provide funds for the balance of the year's work, so that the schools have never yet been stopped, nor teachers without pay, on account of the lack of sufficient money. In addition to the excellent system of public schools, there are several private institutions in the city. The Bishop Scott academy, for boys, and St. Helen's Hall, for girls, are under the management of the Episcopal church. The Roman Catholics have St. Michael's College, for boys, and St. Mary's academy, for girls. The International Academy, is a Reformed church co-educational institution. Then there are the Portland Business College, the Holmes' Business College, the Law Department of the State University, two Medical Colleges and several Kindergartens, the last supported by contributions. The Portland public library contains over 16,000 volumes, and over 200 periodicals are regularly received there. The High School library contains upwards of 600 volumes, and each of the other schools has a small library.

There are 63 churches of the various denominations. This city is the See of a Roman Catholic archbishopric, composed of the State of Oregon. The number of churches of each of the several sects is as follows: Two Adventists, seven Baptists, six Roman Catholic, including the Cathedral, one Christian, five Congregational, six Protestant Episcopal, three Evangelical, two Hebrew, five Lutheran, twelve Methodist Episcopal, one Non-sectarian, eight Presbyterian, including a Chinese mission, one Reformed, one United Brethren, one United Presbyterian and two Unitarian. There are seven cemeteries—one Roman Catholic, one Masonic, three Jewish and two others owned by independent corporations, all being in attractive locations and carefully tended.

In addition to churches and schools there are the usual lodges, encampments, chapters, etc., of secret orders, as follows: Ancient Order of United Workmen, six; Ancient Order of Hibernians, three; Ancient Order of Foresters, one; B'nai B'rith, one; Grand Army of Republic, six; Knights of Pythias, lodges, eight; Uniform Rank, five; Endowment Section, one; Knights of Honor, one; Odd Fellows, lodges, seven; Encampments, two; Masons, lodges, five; Royal Arch Chapter, two; Knights Templar, one; A and A Scottish Rite, three; Nobles of Mystic Shrine, one; and of Red Men, one; besides fifty-nine other miscellaneous societies, clubs, etc.



## Our Illustrations.

Portland is well supplied with hotels and places of amusement. Its leading hotel, "The Portland," is the equal of any on the Pacific Coast; there are several other good ones, and a considerable number of those of the second class. There are several theaters and other places of amusement, at one or the other of which an evening may always be pleasantly passed. Livery and hack stables are numerous, charges are reasonable and there are a number of fine drives, several of which lead to specially good points of view, and for those who love boating, the Willamette river offers attractions surpassed by no other river or lake, without danger from sudden squalls or treacherous currents.

### Our Illustrations.

In presenting to the reader the illustrations contained in this publication, we have not included a general view of Portland, for the reason that it has not been possible to include more than about one-third of the city in any one photograph, and, in all that relates to the city, we have confined ourselves to an actual photographic presentation of the subject, except in the case of buildings now under construction where we have been compelled to use the architect's drawings. In public buildings we have given such as we thought would give a correct idea of the educational and religious advantages and the public spirit of our city. In factories, mills, etc., we have been limited to those of which a photograph could be had. Many of our largest are so surrounded by other buildings, that a photograph representing them correctly could not be obtained, and they had to be omitted for that reason. In business buildings, with the exception of giving some of the banks, we have made our selection from those erected last year or now under construction, as illustrating the character of the improvements now being made, while in private residences, the selection has been made more with a view to giving the reader a correct idea of the general character of the homes of the city, than to presenting only the finest or most imposing. In our views of scenery we have given nothing that may not be reached from Portland within the limits of a day's travel, and may, therefore, properly be classed among its surroundings.

Certainly the illustrations here given, do not show Portland to be a city of palaces, either in business blocks or private residences, nor is she such. It is not in her buildings that the great advantages which the city offers to the banker, merchant, manufacturer and investor are to be found, nor are they evidence of these advantages. The monuments of Portland's prosperity, the evidence of the opportunities which she offers, are in her trade, commerce and



BETH ISRAEL, SYNAGOGUE.



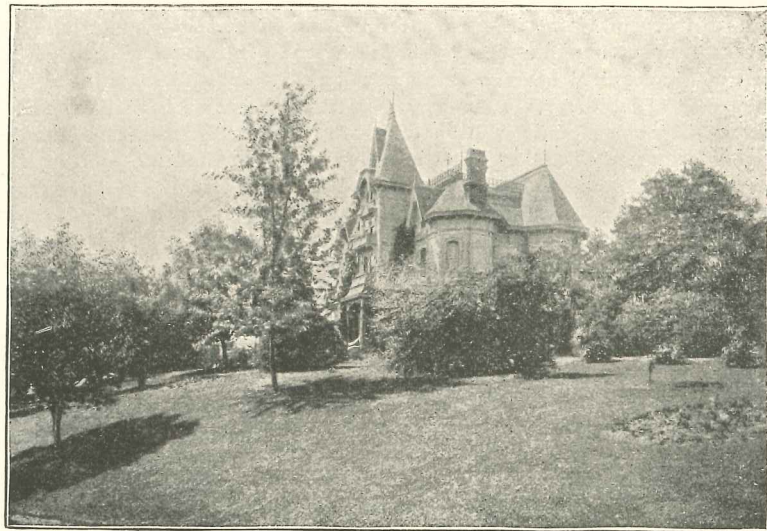
ST. VINCENT'S HOSPITAL.

, 1229

manufacturing interests, of which photographs cannot be taken, and of which we cannot present pictures. While Portland has accumulated, direct from these, a wealth which is greater in proportion to population than that of any other city in the United States, the very rapidity of their growth, has created a demand for additional capital to be used therein, which has not only prevented the accumulation of a surplus which might be used in building for show alone, but has limited the use of capital in this channel to meeting, in part only, the pressing necessities of the hour.

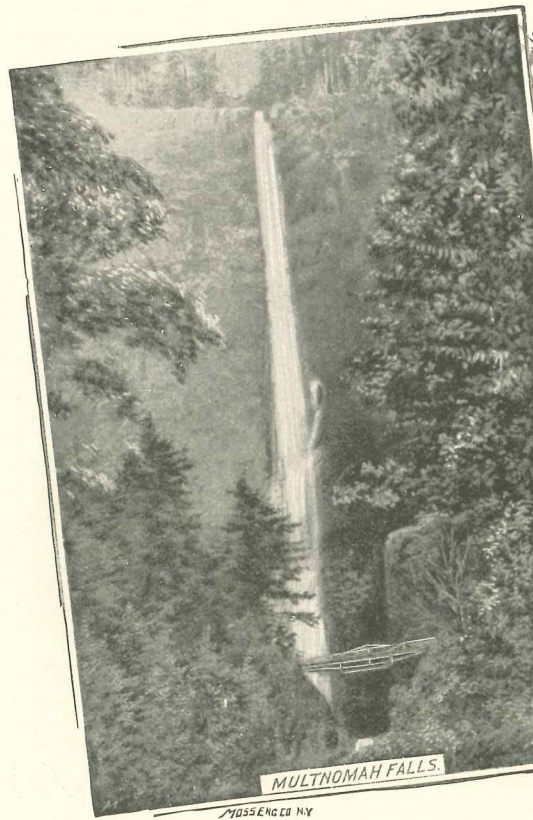
To give the reader an accurate knowledge of the city of Portland, and of all branches of her commercial and manufacturing interests, would involve a detailed description of her various banking, commercial and manufacturing establishments and her trade relations, domestic and foreign. This

would require much more space than we have at command in a publication like this, which is designed for free and wide distribution and must be kept within reasonable limits. But we trust that the foregoing general description is sufficient to give a correct idea of what Portland really is, as a field for business enterprise, the investment of capital and as a place of residence. That it is at this time the metropolis, trade center and principal port of import and export of the Pacific Northwest; that its trade and commerce are increasing year by year in proportion to the growth of its tributary territory, and that their annual increase is, at this time, greater than the



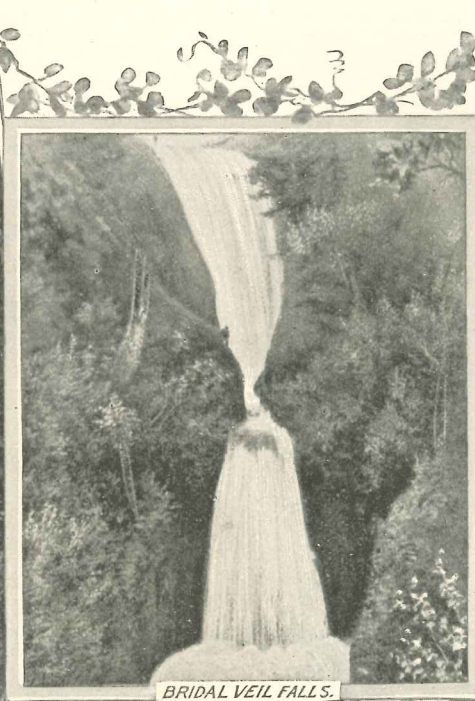
RESIDENCE OF MRS. H. GREEN.

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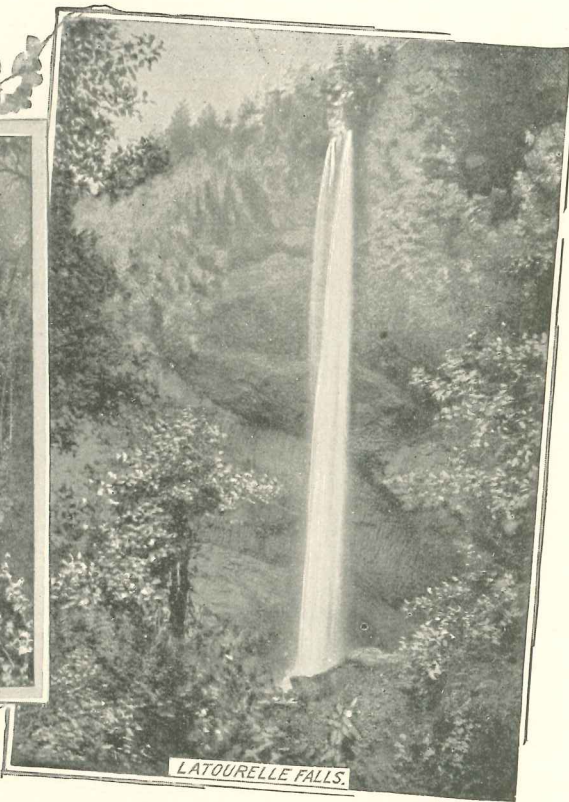


MULTNOMAH FALLS.

YOSS & CO. N.Y.



BRIDAL VEIL FALLS.



LATOURELLE FALLS.

ALONG THE COLUMBIA.

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GOOD SAMARITAN HOSPITAL.

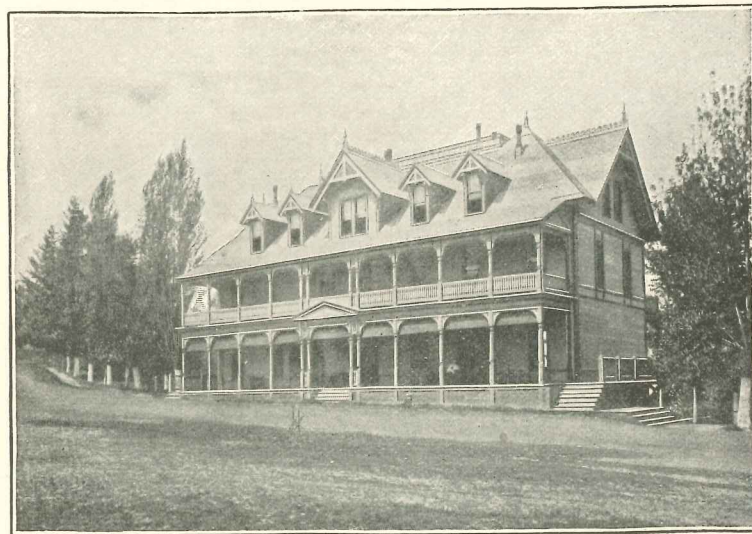
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entire trade of any other city in the Pacific Northwest, are facts that can not be questioned.

The proof of the advantageous position which Portland occupies, not alone in its relation to her tributary country, but in the boundless wealth of that country in natural resources, is to be found in the wealth which has accumulated here in the short period which has elapsed since the city first had an existence. At the taking of the census of 1880, Portland was the third wealthiest city in the world in proportion to population; since that date wealth has accumulated at an unprecedented rate, and it is probable that she is to-day the wealthiest. Among all her wealthy men, not one can be singled out who did not make his money here, who did not come here poor to grow rich. Here is a city scarce out of its swaddling clothes, already a great railroad center, having a wholesale and jobbing trade which exceeds that of many an old established trade center of three times its population, with millionaires by the score, and those worth their hundreds

of thousands by the hundreds; where there is no poor quarter, and poverty is almost an unknown quantity. What has produced these results, if not that natural strength of position which has made Portland the metropolis of a vast section of country rich in every resource of field, forest and mine?

But though there has been this immense accumulation of capital at Portland, from the profits of this trade, it must not be supposed that the supply is at all equal to the demand. Within the last few years the growth of trade and commerce, and the consequent increase in demand for capital, has been so rapid that the increase in supply has not by any means kept



RIVERSIDE HOUSE.

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pace with it, and there is now ample opening for a large number of new business houses in all branches, the employment of several millions of additional banking capital, and a practically unlimited amount might find safe investment, at rates exceeding by considerable the ruling rate of interest, in the building of additional business buildings and dwelling houses.

The same causes that made Portland grow in wealth in the past, that afforded the opportunities to accumulate fortunes, are at work to-day causing the increase of her trade and wealth. To the new comer is offered greater opportunities than in the past made the fortunes of those who were here, and the results of the next five years promise to far surpass those of the last twenty.

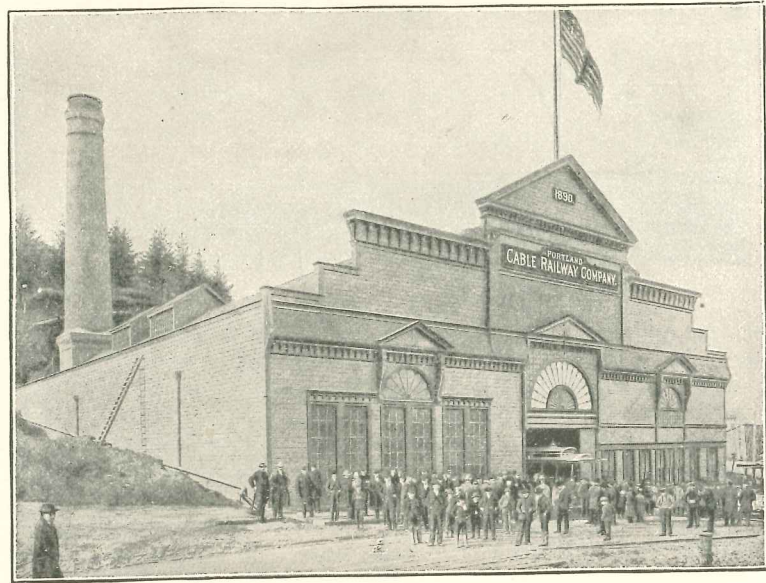
### Climate.

The climate of the Pacific Northwest is a matter of constant surprise to those who have judged it from the geographical position of the country, and without an acquaintance with the actual facts, or the causes which produce here such a different state of things from that existing to the east of the Rocky Mountains.

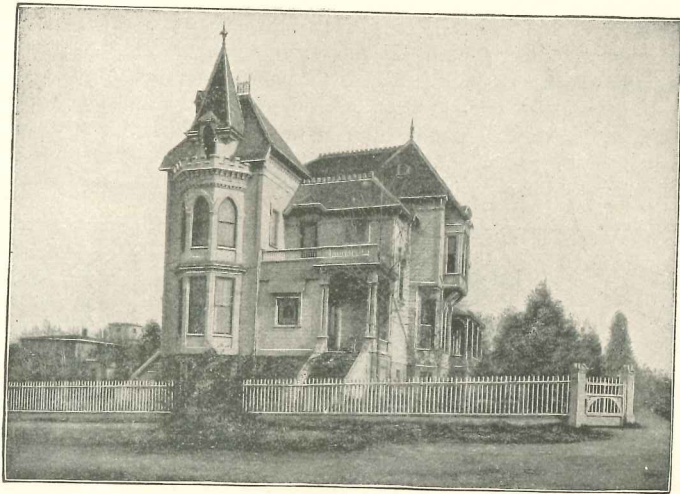
It is not our intention to enter upon a scientific discussion of the causes which produce the effect which is apparent to even the most casual observer, nor to give to either cause, or effect, or details of variation, those technical names which are intelligible to the scientific mind alone. We assume that all that the average reader of this pamphlet is interested in, is the facts as they exist, and enough of the causes which produce the effects, to be able to form an intelligent opinion, as to whether the state of things which now exists, is due to local causes, liable to change, or to causes which are permanent, so that the effect is liable to remain constant.

Taken as a whole, the Pacific Northwest is a country of cool summers and warm winters, and, briefly stated, the causes of the cool summer are: the high latitude, and that the prevailing wind during the summer months is from the north. When this wind fails for a time, the weather becomes warm, at times hot, but this wind is in the nature of a trade wind, and is a

prevailing wind during the summer months. It rarely fails for longer than two or three days, and, as a consequence, any warm spell is of short duration. The causes of the warm winters are the warm Japan current which breaks all along this coast, and produces here the same effect as the gulf stream does in England, Ireland and Scotland, and that the prevailing wind in winter is from the south. Like the north wind of summer, this south wind of winter, is in the nature of a trade wind, and is constant; when it does fail there comes a cold snap; but, as it rarely fails for any great length of time,



POWER HOUSE PORTLAND CABLE RAILWAY.

*Portland, Oregon.*

RESIDENCE OF A. H. BREYMAN.

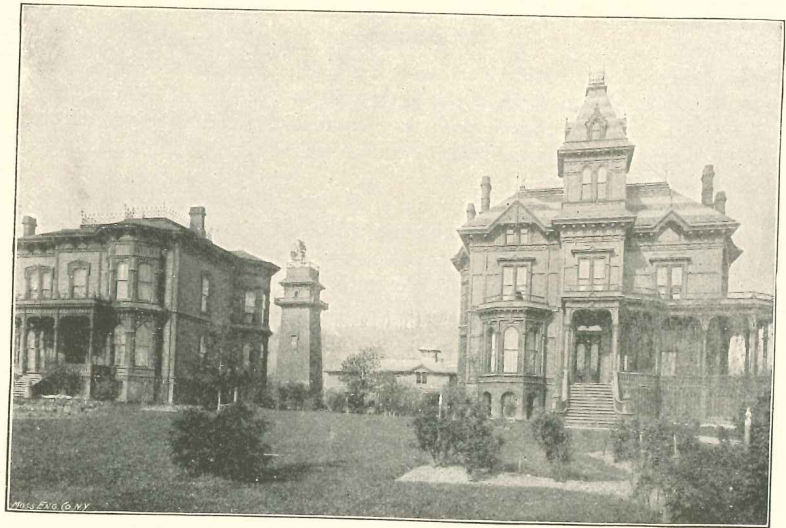
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these cold snaps are of short duration, and the time is not sufficient to allow of the cold becoming extreme.

In its general characteristics, the climate of the whole country west of the Rocky Mountains, differs very materially from that of the country east of them. Certainly, here as there, local causes produce a condition of things peculiar to some small sections, and difference in latitude makes a difference in temperature. But the general difference of cooler summers and warmer winters is constant for the whole section, it being greater nearest the main cause for it, the Pacific ocean, and less and less the farther we remove from that cause, but being there, in a very decided and plainly perceptible degree, in all sections, up to the extreme eastern

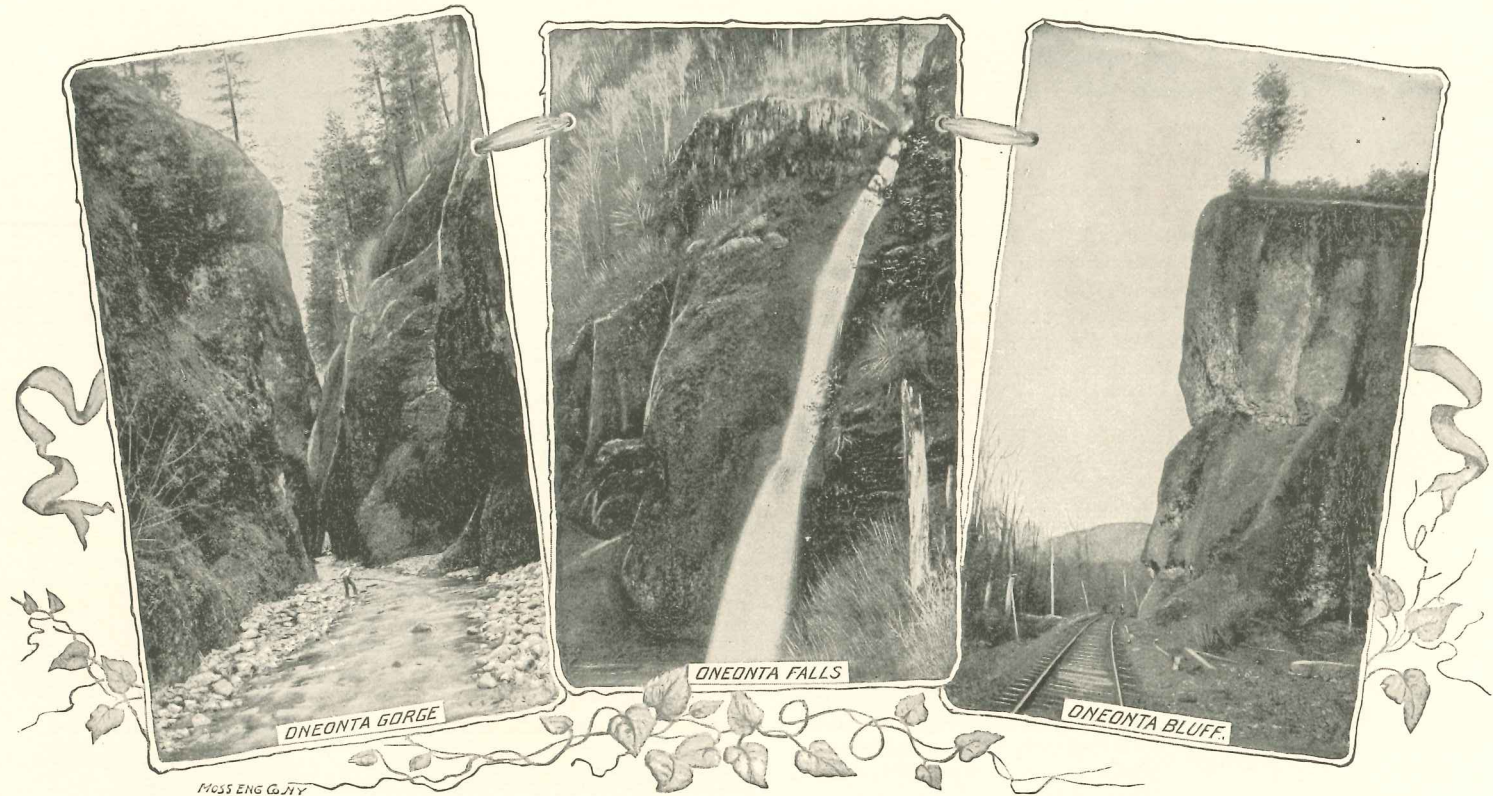
boundary and, elevation and latitude being equal, the summer is decidedly cooler, winter decidedly warmer, changes are less sudden and great, and storms of any kind are very much less frequent, for the country west than for the country east of the Rocky Mountains.

The amount of rainfall for the Pacific Coast increases in a regular proportion from the south to the north, it appearing to follow, in this respect, a general law applying to the entire country west of the mountains (the Sierra Nevada in California and Cascade range to the north) from the southern boundary of California to Alaska, and the rate of increase or diminution as we go north or south, except as varied here and there by local causes, being



RESIDENCES OF C. P. BACON AND GEO. W. WEIDLER.

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ONEONTA GORGE

ONEONTA FALLS

ONEONTA BLUFF.

MOSS ENG & CO. N.Y.

ALONG THE COLUMBIA.

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so regular as to be subject to measurement, with a reasonable degree of accuracy, by the number of miles traveled in either direction. Thus, taking as a basis the records of the U. S. signal service office for sixteen years, the annual average of precipitation along this coast is as follows:

San Diego, Cal.,	- -	10.88 inches	Roseburg, Oregon,	-	35.72 inches
Los Angeles, Cal.,	- -	18.25 "	Portland, "	- - -	50.89 "
San Francisco, "	- - -	24.03 "	Olympia, Wash.,	- -	56.27 "
Red Bluff, "	-	28.24 "	Sitka, Alaska,	- - -	105.18 "

That the general reader may be able to compare these figures with one or more sections of the United States with which he is familiar from actual experience, and thus form a correct idea of what the figures for this country mean, even though he has not made something of a study of this class of observations, we give here the figures as for one or more points in each section of the country east of the Rocky Mountains. These figures are taken from the government signal service records, and are based on a period of fifteen years:

Portland, Me.,	- - -	39.74 inches	New Orleans,	- - -	64.36 inches
Boston, Mass.,	- - -	48.28 "	Little Rock, Ark.,	- - -	60.35 "
Block Island, R. I.,	- - -	54.98 "	Galveston, Tex.,	- - -	52.30 "
New Haven, Conn.,	- - -	50.85 "	Chattanooga, Tenn.,	- - -	59.84 "
New York City,	- - -	43.58 "	Memphis, Tenn.,	- - -	56.10 "
Philadelphia,	- - -	41.07 "	Indianapolis, Ind.,	- - -	47.01 "
Atlantic City, N. J.,	- - -	43.23 "	Cincinnati, Ohio,	- - -	43.74 "
Baltimore,	- - -	42.26 "	Detroit, Mich.,	- - -	34.76 "
Washington City,	- - -	43.37 "	Chicago, Ill.,	- - -	37.34 "
Norfolk, Va.,	- - -	51.62 "	Springfield, Ill.,	- - -	47.52 "
Charlotte, N. C.,	- - -	54.10 "	Milwaukee, Wis.,	- - -	33.63 "
Wilmington, N. C.,	- - -	57.79 "	Des Moines, Iowa,	- - -	42.45 "
Charleston, S. C.,	- - -	59.91 "	St. Louis, Mo.,	- - -	37.88 "
Savannah, Ga.,	- - -	52.69 "	Leavenworth, Kan.,	- - -	38.97 "
Jacksonville, Fla.,	- - -	55.31 "	Omaha, Neb.,	- - -	36.45 "
Atlanta, Ga.,	- - -	56.23 "	St. Paul, Minn.,	- - -	29.54 "
Mobile, Ala.,	- - -	65.97 "	Yankton, Dak.,	- - -	28.21 "
Vicksburg, Miss.,	- - -	61.38 "			

While there is some slight variation as for different sections, the precipitation of the Pacific Coast is divided among the different seasons in the following proportion:

Spring, (March, April, May), - - 4-16 Autumn, (September, October, Nov'ber), 4-16  
Summer, (June, July, August), - - 1-16 Winter, (December, January, February), 7-16

It is probable that there is nothing more deceptive than tables of mean annual temperature in which the extremes of winter and summer offset one the other, and the climate of great extremes and sudden changes, makes about the same showing as one that is equable. Whilst tables of monthly means are more reliable, and convey a better idea, they are also deceptive, for here again sudden and extreme changes offset one the other. We assume that each reader of this pamphlet, if not acquainted with the exact record, has had brought home to him by the discomforts of actual experience, the extremes of the climate in which he lives, and that if we give to him the extremes of this one, he will be able to make the comparison for himself, without our publishing a table of comparative mean temperatures, which is all the government gives and all we could publish for most of the stations.

For the benefit of those desirous of studying the climate in detail, we give on page 63 the tables of temperature and precipitation, and the general averages of both, for fifteen years past. In these we have given as to temperature the lowest and highest for each month with the mean. Below we give the number of days in each year on which the temperature went to the freezing point, or above 90, from which the reader will gain a much more accurate knowledge of what the climate in fact is. We have heretofore published this same statement, varying a little from what is given here; the variation arose from inaccuracy in the data furnished us by the U. S. Signal Office. The following figures are given us by Mr. B. S. Pague the U. S. Signal Officer at Portland, have been by him carefully revised and compared with the record, and may be relied upon as accurate as for Portland, the only point in the Pacific Northwest for which we pretend to give the figures here.



## TEMPERATURE TABLE. (In degrees Fahr. Scale.)

The following table gives the monthly maximum, monthly minimum and monthly mean temperature at Portland, Oregon. But one temperature below zero is on record, and that January 15th, 1888, when 2° below zero was recorded.

YEARS.	Jan'y.	Feb'y.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Novr.	Decbr.	Ann'l.
	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.	Maximum Temperature. Minimum Temperature. Mean Temperature.
1875.....	51	30	44	55	61	66	71	78	86	86	59	48	63
1876.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1877.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1878.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1879.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1880.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1881.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1882.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1883.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1884.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1885.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1886.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1887.....	52	32	45	59	63	68	74	81	89	88	62	50	65
1888.....	62	-2	30	44	68	84	32	55	91	38	62	87	48
1889.....	55	24	39	64	73	85	94	99	100	94	83	66	96
1890.....	55	24	39	64	73	85	94	99	100	94	83	66	96

\* Minus (-) sign indicates temperature below zero.

## PRECIPITATION TABLE. In inches and hundredths.

Table showing total monthly precipitation at Portland, Oregon, together with the number of days each month on which .01 of an inch or more precipitation occurred.

YEARS.	Jan'y.	Feb'y.	March	April.	May.	June.	July.	Aug.	Sept.	Octbr.	Novbr	Decr.
	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd	Total Precipitation. No. days Precip'n occ'r'd
1872.....	6.56 18	12.13 14	15.28 8	2.99 5	0.90 5	1.52 2	0.20 4	0.13 7	1.26 18	1.80 17	4.67 28	9.47 13
1873.....	8.49 25	6.58 14	2.76 22	2.25 13	2.18 14	2.96 16	1.02 7	0.84 6	0.06 0	3.86 7	4.33 12	5.15 18
1874.....	9.49 28	4.28 20	5.15 17	3.78 15	2.38 16	2.68 10	0.19 3	0.83 3	1.70 8	0.36 5	10.22 19	5.24 16
1875.....	4.49 19	1.99 6	9.41 26	2.10 8	2.87 17	2.05 10	0.02 1	0.53 3	0.71 3	6.73 14	15.77 21	13.41 24
1876.....	4.80 22	7.50 20	9.12 26	5.34 22	1.88 16	2.35 12	0.96 3	0.56 5	1.09 4	10.53 15	10.03 16	0.88 9
1877.....	2.75 9	7.56 18	11.31 24	2.44 12	2.24 13	2.05 12	0.54 3	1.70 4	3.36 14	5.03 16	12.45 22	6.87 17
1878.....	6.67 22	12.16 24	6.23 18	1.85 13	2.17 12	0.13 4	1.10 5	0.50 2	3.54 9	3.22 12	5.61 14	4.52 11
1879.....	5.28 18	13.22 21	11.70 21	2.19 14	6.60 21	2.18 10	1.75 8	0.97 7	2.18 8	4.23 16	4.56 15	7.36 20
1880.....	12.27 26	5.67 14	4.48 17	2.92 16	3.13 20	1.59 13	0.59 3	1.31 4	1.34 3	1.47 10	3.17 10	13.93 24
1881.....	8.57 17	13.36 22	2.83 18	3.51 16	1.38 9	2.34 18	1.16 9	2.11 10	2.64 10	6.60 17	5.91 14	7.36 20
1882.....	5.06 19	10.49 20	2.53 19	4.60 17	1.84 11	1.91 7	0.95 7	0.07 2	0.91 5	11.58 24	5.95 13	20.14 24
1883.....	13.71 19	2.34 9	6.40 10	7.88 20	1.67 8	0.08 2	0.00 0	1.19 2	0.67 11	3.92 17	8.26 22	6.34 14
1884.....	3.70 13	4.88 16	2.25 15	3.57 17	1.34 11	1.42 16	1.80 10	0.33 3	4.25 12	4.01 17	3.24 15	7.52 21
1885.....	4.57 19	6.72 23	0.63 7	1.12 6	4.69 13	1.77 11	0.24 1	0.00 0	2.48 9	1.66 9	8.52 23	7.17 19
1886.....	9.33 21	1.96 12	5.39 14	3.16 15	1.32 10	0.67 7	0.32 3	0.53 2	2.19 7	2.87 14	1.00 9	11.52 24
1887.....	12.31 26	2.81 20	8.00 19	5.06 19	4.77 13	1.44 9	0.03 1	0.08 3	3.06 8	1.34 4	3.43 14	11.34 21
1888.....	8.50 19	2.42 12	2.87 14	2.06 13	0.68 6	5.38 22	1.04 5	0.05 1	1.13 7	4.97 19	4.47 17	5.19 15
1889.....	4.78 16	1.07 10	1.80 13	2.72 13	4.02 14	0.51 4	T	0 0	1.61 8	4.59 19	3.97 14	5.79 21
1890.....	11.13 23	9.85 16	6.23 22	1.41 9	1.08 9	2.23 18						

"T" indicates trace of precipitation.

## ANNUAL AVERAGES.

	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	Aver'g
Highest Temp....	96	99	91	97	92	92	90	95	94	94	99	95	99	97	96	
Lowest Temp.....	3	20	25	18	3	19	24	18	9	7	17	15	9	-2	23	
Mean Temp.....	53	53	54	53	52	50	52	52	52	51	54	53	52	54	55	52.6
Tot. dys rain fell.	152	169	166	146	179	160	181	168	135	166	140	140	157	150	136	156
Tot. d's snow fell.								18	8	25	1	6	18	6	8	11
Total Precip't'n..	60.08	55.04	58.30	47.70	62.22	51.87	57.05	66.03	51.46	38.31	39.57	38.76	54.17	38.76	31.76	50.89

Climate.

The figures given as for temperature are degrees.

In 1875 there were 35 days on which it went below freezing: January 20, February 8, April 3, November 4. The lowest point was 3 above zero, reached in January. It was above 90 six days all in July. Highest point 96.

In 1876 there were 25 days on which it went below freezing: January 12, December 13. Lowest point 10 below freezing. It was above 90 two days in June. Highest point 99.

In 1877 there were 16 days on which it went below freezing: January 8, February 3, March 1, October 1, December 3. Lowest point 7 below freezing. It went one day below freezing in October, the only time known. It was above 90 on one day. Highest point 91.

In 1878 there were 22 days on which it went below freezing: Jan. 8, Feb. 1, Dec. 13. Lowest point 14 below freezing. It was above 90 one day in June. Highest point 97.

In 1879 there were 31 days on which it went below freezing: Jan. 13, Feb. 5, Nov. 5, Dec. 8. Lowest point 3 above zero in Dec. It was above 90 two days in July. Highest point 92.

In 1880 there were 33 days on which it went below freezing: Jan. 5, Feb. 6, March 5, Nov. 8, Dec. 9. Lowest point 6 below freezing. It was above 90 two days in July. Highest point 92.

In 1881 there were 19 days on which it went below freezing: January 9, February 4, March 1, November 3, December 2. Lowest point 8 below freezing. It reached 90 on only one day. Highest point 90.5.

In 1882 there were 22 days on which it went below freezing: January 9, February 5, March 2, April 1, November 4, December 1. Lowest point reached was 18 above zero in February. It reached 91 on one day in August.

In 1883 there were 27 days on which it went below freezing: Jan. 11, Feb. 14, Dec. 2. Lowest point 7 above zero, in Feb. It was above 90 two days in July. Highest point 91.

In 1884 there were 52 days on which it went below freezing: January 13, February 15, March 1, December 23. Lowest point 7 above zero, in February. It was above 90 on three days in July. Highest point 94.

In 1885 there were 21 days on which it went below freezing: 17 in Jan. and 4 in Dec. Lowest point 17 above zero. It was above 90 July 6, August, 2 days. Highest point 99.

In 1886 there were 27 days on which it went below freezing: January 14, February 1, March 2, November 9, December 1. Lowest point 17 above zero. It was above 90, June 1, July 4, September 1 day. Highest point 95.

In 1887 there were 35 days on which it went below freezing: January 3, February 19, March 1, November 9, December 2, April 1. Lowest point 9 above zero in February. It was above 90, May 2, June 2, July 1. Highest point 99.

In 1888 it was below freezing on 30 days: January 21, February 4, March 3, November 1, December 1. The lowest point was 2 below zero in January on one day. The only time it has been below zero. It was above 90, May 2, July 6, August 1 day. Highest point 97.

In 1889 there were 31 days on which it went below freezing: Jan. 14, Feb. 5, Dec. 12. Lowest point 9 below freezing. It was above 90, June 3, July 6 days. Highest point 96.

Within the entire period covered there were just 421 days when it went as low as freezing or  $28\frac{1}{3}$  days to the year. But most of this was not more than a freeze at night while it was warm and pleasant during the day, and there were only 80 days during the fifteen years when it reached a point 10 degrees below freezing at any time within the 24 hours.

We think that a careful study of the climate of "The Pacific Northwest," will convince the most skeptical, that in the agricultural districts, at least, it is all that can be desired, so far as equability is concerned, and a little investigation of its actual effects on the ground, will bring an equally strong conviction that it is all that is necessary for the greatest development of the natural resources of the country, and the most robust development of man and beast. What its mild winters with the grass ever green, and the vast proportion of days, on which the work of farmer and mechanic can be carried on in the open air means to these classes they can best judge for themselves.

This pamphlet is issued by the Oregon Immigration Board. The Oregon Immigration Board, was established, and is maintained by the business men of the City of Portland. It is composed of ten commissioners chosen from among and is supplied with funds by regular monthly contributions from the business men of the city. It has no lands for sale and does not act as agent in the purchase or sale of any kind of property, the procuring of situations or the floating of any kind of enterprises. Its sole object is the giving of reliable information as to the city of Portland and the entire Pacific Northwest. Information will be furnished free of charge to all applicants, and those who desire more full information as to either city, country, or climate than they find in this pamphlet, should call on or address,

THE OREGON IMMIGRATION BOARD,

10 Ash Street, PORTLAND, OREGON.

## Appendix.

### STATISTICS FOR 1890.

The foregoing pamphlet having been printed during the summer of 1890, contains the statistics of the city up to January 1, 1891, only. The year 1890, saw a considerable increase in all lines except real estate transfers, which have remained about the same as for 1889.

**Wholesale and Jobbing Trade.**—While the year has seen a small increase of capital employed in this line, this has been almost entirely in the way of increase of capital by firms already engaged in the trade, and we cannot report the establishing of any new houses with considerable capital. The demand for new houses in all branches, is greater now than it has been at any time in the past. The returns for the year 1890 show this trade to have reached \$130,000,000, for the year, an increase of only \$15,000,000 over the year 1889, while the year 1889 showed an increase of \$40,000,000 over that of 1888. Doubtless, this lack of corresponding increase, is in part due to the tight money market that has prevailed throughout the country at large, and with it the Pacific Northwest. But had the necessary capital entered the field, the increase would have been much beyond what the figures show.

**Bank Capital.**—The year 1890 saw a considerable increase in the bank capital of the city, in part in the increase of capital of established banks, and in part in the establishing of new banks. The returns given showed when this pamphlet was written, 16 banks with resources as follows.

Capital.....	\$ 6,800,000
Surplus and undivided profits.....	2,678,750
Average standing deposits.....	11,000,000
Total.....	\$20,478,750

As at January, 1891, there were 19 banks with the following resources:

Capital.....	\$ 9,860,000
Surplus and undivided profits.....	3,634,345
Average standing deposits.....	12,000,000
Total.....	\$25,494,345

Of this, however, the three new banks representing a capital of \$700,000, though organized and ready for business, had not opened on the 1st of January, 1891, on account of their offices not being ready for occupancy.

This increase in bank capital and resources, has, had no appreciable effect, which fully proves the great demand for capital of this kind at present existing in Portland.

**Manufacturing.**—In the line of manufacturing, the rate of increase for 1890, has been equal to that of 1889, though not equaling the demand. Manufacturing for 1890 as compared with 1889 shows:

	1890.	1889.
Total capital.....	\$15,841,500	\$12,693,500
Home capital.....	11,941,500	11,803,500
Outside capital.....	900,000	890,000
Output of factories.....	27,008,656	20,183,044
Cost of raw material at home.....	4,816,800	4,664,450
Hands employed.....	10,217	7,862
Skilled labor employed.....	7,910	6,610
Unskilled labor employed.....	2,307	1,250
Products sold in Portland.....	17,000,000	12,000,000
Sold outside Portland.....	10,008,666	8,183,044
Annual wages.....	5,100,000	4,172,080

It must be remembered, however, that here, as in all former years, the figures are incomplete on account of refusals to give returns. We believe that full returns would run the output of 1890 to over \$30,000,000, and do not doubt that the U. S. census returns, when complete in this branch, will show a figure above that sum.

**Real Estate.**—The records show the transactions for the year 1890, as compared with those of 1889 to have been:

1889, number of transfers 5,721. Consideration.....	\$14,140,352.
1890, number of transfers 5,853. Consideration.....	13,255,852

Showing a slight increase in the number and a small decrease in the amount of consideration, so that it may be said the two years have been about the same. On the other hand the number of buildings erected and the amount expended in buildings and improvements was considerably increased, the figures being:

1889, number of buildings 1,100. Am't expended in buildings and improvements.....	\$5,000,879
1890, number of buildings 2,005. Am't expended in buildings and improvements.....	8,061,368

and yet the demand has not been half met, and double the number of dwelling houses and store buildings would have found occupants.

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