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"Harmony in
Diversity"

PORTLAND CITY CLUB BULLETIN

"Active
Citizenship"

VOLUME XIII

PORTLAND, OREGON, AUGUST 26, 1932

NUMBER 17

FRIDAY, AUGUST 26

HOTEL BENSON; 12:10

SPEAKER

GEORGE H. HALLETT

Associate Secretary, National Municipal League

SUBJECT

"The Regeneration of an American City"

Ever since the inglorious days of "Boss" George B. Cox, the city administration of Cincinnati had been in the hands of a political group. Cincinnati had acquired the unfortunate but deserved reputation of being the "worst governed city in America." And then there came a change, a regeneration, until today Dr. Thomas H. Reed (who will be remembered for his brilliant address to the City Club last February) declares that "there has never been a better governed large city in this country or in Europe than Cincinnati since 1926."

THE PORT OF PORTLAND

*A Report by the Port Development and Public Utilities Section
of the City Club*

To the Board of Governors of the City Club:

In November of this year, the voters of the Port of Portland district will for the first time elect commissioners to membership on the Port of Portland commission. Previously these commissioners have been appointed either by the legislature, the Governor, or the commission itself. In order that members of the City Club and of the community might better understand the functions and activities of the Port of Portland prior to this election, your committee was appointed to study and report on the work of the Port of Portland. The activities of other Oregon port authorities and of the major ports in the United States have also been studied for the purpose of comparison.

The Port of Portland was created by an act of the 1891 Oregon Legislative Assembly. It was the first port established in this state. The western end of Multnomah County was created as a port district, and the inhabitants in this area were declared to be a corporation to serve the shipping interests of this region. The port district boundaries were later changed to the present status which includes all that part of Multnomah County lying west of the east boundary line of Range 2 east of the Willamette meridian (the Barker Road west of Fairview and Rockwood is on this boundary line).

Ship Channel Was Objective

The principal object of the port was to construct and permanently maintain a 25 foot ship channel in the Willamette and Columbia rivers at the cities of Portland, East Portland and Albina and from these cities to the sea. The Port of Portland was given broad

municipal powers, including the power to make contracts, hold, receive and dispose of real and personal property, and to borrow up to \$500,000 for carrying on the work of making and maintaining the channel. It was also given the power of assessing, levying and collecting taxes upon all property within its boundaries. It is thus seen that the port was not only given such powers as to constitute it a corporate entity but it was also created a municipality with authority to carry on the public improvements designated. Through the original grant of powers and subsequent legislation the Port of Portland has also undertaken to build and operate drydocks, operate towing and pilotage service, build and operate an airport, and to exercise such authority over the harbor lines and uses of the river as rests in the state government.

A CHANNEL TO THE SEA

The original condition of the Columbia and Willamette rivers from Portland to the sea would not permit the development of extensive ocean going commerce. The channel was obstructed by numerous sand bars, in which were comparatively narrow channels with depths varying from 10 to 15 feet at low water.

The first work on the channel from Portland to the sea was done by the federal government, through the army engineers, in 1866. Until 1876 the federal government appropriated limited funds for dredging various bars and for giving temporary relief. The first definite project for the improvement of the lower Willamette and Columbia rivers from Portland to the sea was approved by the Chief of Engineers in 1877 and the first appropriation for this project was made in 1878. This project contemplated obtaining a channel 20

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City Club dues are \$1.00 per month, payable semi-annually on May 1st, and November 1st. There is no initiation fee.

The regular Friday luncheon meetings are held in the Crystal Room of the Benson Hotel.

CITY CLUB PURPOSE

"To inform its members and the community in public matters and to arouse them to a realization of the obligations of citizenship."

THE CITY CLUB BOARD of GOVERNORS

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DOC, DAD AND THE JUDGE

City Club broadcasters, return to the radio next Sunday evening at 8:30 to resume the weekly program sponsored by the Club, according to an announcement by Robert T. Platt, II, radio chairman. The long-time improvement program will be discussed. Future broadcasts from now until November will carry accurate information on all election measures. Get the habit—tune in.

KEX—8:30 P. M.—SUNDAYS

feet deep at low water. The estimated cost was \$298,974. This was in accordance with the constitution which places control over navigable waters in the federal government. The failure of eastern Congressmen to recognize the possibilities of Portland as a shipping center led to delays in making appropriations for the completion of this project. Bars and obstructions were at times permitted to obstruct the commerce of the river.

To Speed Channel Work

The city of Portland took some initiative in the matter of keeping the channel open, also, and in 1882 built a dredge which it operated until 1885. This dredge was later turned over to the U. S. Engineers and then to the Port of Portland.

The Port of Portland was therefore organized to speed up the channel work so that shipping could be developed more rapidly at Portland. The local body was prepared to co-operate in dredging the main channel and also to meet any emergencies that might arise. With the assurance of this local co-operation the federal government in 1892 modified its original project by providing for obtaining a channel 25 feet deep at low water from Portland to the sea. In 1912 the project depth was increased to 30 feet with minimum width of 300 feet, and in 1930 the present project calling for 35 foot depth and 500 foot width was adopted. The amount expended by the United States for relief dredging from 1866 to 1876 inclusive was \$221,780.46. The amount expended on the original or 20 foot project from 1877 to 1892 was \$649,805.97. The amount expended on the 25 foot project from 1892 to 1913 was \$1,769,020.54. The total amount expended on work under the original project and its modifications to 1913, including the amount expended for relief prior to 1877, was \$2,744,277.93 of which \$1,529,413.14 was applied to new work and \$1,214,864.79 to maintenance. Since that time the federal government has spent \$7,965,853.70 of which \$2,291,988.09 was for new work and \$5,673,905.61 was for maintenance. The U. S. Engineer's Report as of June 30, 1931, gives a net total expenditure of federal funds of \$11,598,340.38 to that date upon improvement of the Columbia and Willamette rivers below Portland and Vancouver but not including the entrance channel at the mouth of the Columbia.

Co-operative Plan Is In Effect

The Port of Portland has co-operated with the army engineers in the construction and maintenance of the various depth channels from Portland to the sea. Emergency work necessary after flood stages of the river was often the sole responsibility of the Port until after 1913 when the federal government provided some dredges and a co-operating plan was placed in effect.

The Port of Portland took the initiative in building dikes, spending its first money in building the original dikes in 1892. The construction and maintenance of dikes has since then been taken over by the federal government, some being provided for in the 30-foot and 35-foot projects. In recognition of its obligations to maintain the navigable waters of the United States for the general public benefit of the entire United States, Congress has from time to time authorized the army engineers to take over a greater responsibility in regard to the channel. Under the 30-foot project the Port of Portland was required to obtain and maintain the Willamette River portion of the project and in addition had to assist the U. S. Engineers in the Columbia River as the engineers might require. When

the 35-foot project was under consideration in 1930 the Port succeeded in having the local co-operation provision modified to the extent that the federal government must reimburse the Port for the operating costs of dredges used in the Columbia River.

Port Does Willamette Dredging

The Port of Portland is still exclusively responsible for constructing and maintaining the channel project from the mouth of the Willamette River to the Portland harbor under the terms of the federal requirements.

To do this work the Port of Portland now maintains two dredges, the "Clackamas" and "Columbia". The "Clackamas", designed by James H. Polhemus, chief engineer of the port, is probably the most efficient dredge in the world. These dredges and their tenders represent an investment of over a million dollars.

The records of the Port of Portland show that it has spent some \$14,403,048 of its funds for dredging and channel improvements. This sum includes a distributed portion of general overhead and interest on bonds chargeable only to these operations. The accounts of the Port of Portland have been kept to show costs of dredging to include only those items which the U. S. Army Engineer Corps includes in the costs for similar operations. As the army officers are paid from other appropriations than that for River and Harbor improvements and as the U. S. does not issue bonds for this work the Engineer Corps includes no overhead or interest costs. This is, of course, entirely incorrect and unjust as far as being a basis of comparison of costs of work done by the Port of Portland and by the Federal Government. Your committee estimates that an additional \$2,600,000 has been spent by the Port of Portland for plant and property on hand which might properly be charged against improvement of the main channel. Records of the U. S. Government show that only about \$10,000,000 have been expended by the Port of Portland for navigation improvements and that the U. S. has expended about \$10,700,000 for channel improvements in the Columbia and Willamette rivers. This comparison is entirely unfair to the citizens of Portland and is based upon a system of bookkeeping mentioned above.

Bar Was An Impediment

Conditions at the mouth of the Columbia River also presented an impediment to commerce. The U. S. Engineer's reports state the original condition of the Columbia River entrance to have been that there were one to three channels across the bar which varied from time to time in locations as well as in depths. The depths were from 19 to 21 feet at mean of lower low waters and the outer channels on the bar shifted over a distance of six miles. The original project of the federal government in connection with improvement for navigation at the mouth of the Columbia River was in the River and Harbors Appropriation Act of July 5, 1884. The project now in effect, adopted in 1903, provides a channel across the bar 40 feet deep at mean lower low water and of suitable width (not less than one-half mile).

In addition to bar dredging, the value of which is questioned, the present improvement consists of converging rubble mound (quarry rock) jetties at either side of the entrance, the outer ends of the jetties being about 2½ miles apart. The south jetty was built first but had little effect until the north jetty was placed (in 1914) when the effect was immediate. Since 1915 depths of 40 to 46 feet at mean lower low water have continuously existed. Subsidence of a portion of the south jetty in recent years threatened deterioration of the entrance channel and, after a report by a special

board of U. S. Engineers was made in 1931 recommending immediate rehabilitation of the south jetty, the government provided funds with unprecedented speed and the restoration work got under way in the spring of 1932. The federal government has spent nearly \$16,000,000 in making improvements at the mouth of the Columbia River.

Port Assisted In Jetty Work

Although the maintenance of the mouth of the Columbia River has always been a responsibility of the federal government, the Port of Portland has found it necessary to participate in this work. During 1914 the Port of Portland contributed \$475,000 and the Port of Astoria \$25,000 to purchase stone for the north jetty. This was because the failure of Congress to pass the Rivers and Harbors Bill left the job hanging partially completed and if the work were not done that summer, there would have been two years delay and a large loss. This aid practically finished the job and the bar scoured out that year. More recently the Port of Portland has been very active in securing action by the United States government in the further improvement and re-building of the south jetty.

OTHER ACTIVITIES

In addition to its work on the main channel, the Port of Portland has also provided pilotage service, towage service, and drydock facilities as these have become necessary to the shipping of the port. Dredging for private interests and for other public bodies has also been done by the Port on a reimbursement basis.

Two dry docks are now maintained and operated by the Port of Portland. One was built in 1903 under the terms of a mandatory act of the legislature. The second dry dock was built by the Dock Commission in 1921 and was acquired by the Port of Portland commission in 1923.

In 1908 the Port of Portland commission was authorized and directed by vote of the people to provide and maintain a towage and pilotage service. The pilotage service has since been turned over to the Pilot's Association which now operates independently.

Extensive towboat service was rendered for a number of years in the days of sail vessels, but this has been reduced until the Port of Portland operates only one large towboat "The Portland". This is the largest towboat in the harbor and its continuance in operation for harbor shifts, aiding grounded vessels, etc. is considered essential by the owners of large ships coming to this port. Recently the Port of Portland commission suggested that this service should be discontinued and that all towage service in the harbor should be rendered by private towing companies. This was protested by shipping interests who declared that on account of harbor bridges the large tow boat was necessary, especially during high water periods. In its study of other large ports of the United States your committee found that Portland is the only port in which towing service is offered by a public body.

Miscellaneous Dredging Done

In using its dredging equipment for private interests and for other public bodies, the Port of Portland commission has usually made charges only slightly higher than the actual direct costs of the dredging. This has been done on the theory that these dredging operations were for the benefit of commerce tributary to Portland and that they might therefore equitably be done at the minimum cost. An exception to this is the dredging done to develop the port of Longview, Washington.

In this case full charges were made for all expenses, including overhead of plant.

The Port of Portland commission has also developed and is now operating the Portland airport. As a result of the central harbor improvement known as the Swan Island Project, the port owned 250 acres of level land comprising Swan Island. In response to the demands of local groups the Port of Portland commission undertook the development of this site as an airport. Permission was secured from the federal government to connect the island with the mainland. This airport ranks high among the first-grade airports of the country. The entire airport, including land improvements, buildings, and field utilities, shows a book value of \$1,316,701.64 at this time. Area now in use is about 85 acres.

Field Facilities Are Rented

A number of small hangars of inexpensive construction have been built and are rented to parties desiring such accommodations. The field facilities are also rented. These improvements have been made with due consideration for the demand and as a result the investment costs have been kept down. The turnover of tenants has in the past been quite high due to the difficulty of securing tenants of sufficient responsibility.

A condensed report of activities for 1930 and 1931 at the Portland Airport follows:

	1930	1931	Increase	Decrease
Number of scheduled plane arrivals.....		2,285	....	....
Number of scheduled plane departures.....		2,385	....	....
Number of passengers from Portland.....	2,853	3,348	20%	....
Number of passengers to Portland.....	2,245	2,830	26%	....
Number of passengers through Portland.....	No report.	1,716	....	....
Mail originating in Portland.....	114,789 Lbs.	144,179 Lbs.	25%	....
Mail consigned to Portland.....	128,746 Lbs.	88,605 Lbs.	....	33%
Express originating in Portland.....	979 Lbs.	1,798 Lbs.	85%	....
Transient planes.....	517	758	68%	....
Hop flights.....	1,058	1,831	58%	....
Hop flights—number of passengers.....		2,465	....	....
Student flights.....	No report.	6,809	....	....
Student landings.....	No report.	23,892	....	....
Mapping flights and forest patrol.....	35	No report.	....	....

* This apparent reduction in Air Mail consigned to Portland results from the fact that mail for Seattle is no longer placed in Portland figures, as has been the case heretofore.

FINANCES

The funds expended by the Port of Portland have come primarily from tax levies collected upon property assessed in the area forming the Port of Portland corporation. Bonds have also been issued since the activities of the commission have at times required expenditures in excess of its receipts. These bond issues rely ultimately upon taxes.

The original act creating the Port of Portland authorized it to assess, levy, and collect taxes and to borrow up to \$500,000 for channel work. Under later acts the bonding power of the Port of Portland was increased and a number of objects were added for which bonds might be issued. At present the commission has the power to issue up to \$2,000,000 in bonds in any one year without the approval of the people of the port district. Bonds may be issued in this manner until they total 5% of the assessed valuation of the district. This sets the limit at \$18,233,000 as of the end of 1931. Additional issues might be made subject to the vote of the people. Not over \$500,000 derived from the sale of bonds may, under the statute be expended to meet operating expenses, i. e., "the maintenance of plant, structures, and equipment and

such dredging as may be required to preserve and restore at or to its artificial depth any channel previously excavated by the Port of Portland."

Bond Issues Have Been Authorized

From 1892 to 1908 five different bond issues were authorized by special acts of the state legislature for the Port of Portland. These totaled \$1,200,000. About \$400,000 of them were devoted specifically to dry dock construction. Later the state legislature passed laws authorizing the Port of Portland commission to issue bonds on its own authority. A total additional sum of \$4,770,000 has been sold. The total issue by the authority of the Port Commission is \$860,000 greater than the foregoing sum but this item represents the refunding of an outstanding balance of a bond issue of \$1,200,000, Series "A" and "B", issued in 1921 and bearing 6% interest. The refunding bonds, Series "F", bear only 4½% interest.

The total bonded indebtedness as of November 30, 1931 was \$3,659,000. Sinking funds, to a total of \$558,735.00 were on hand to reduce this to a net bonded debt of \$3,100,265.

The actual handling of matters in connection with bond issues, provision for sinking funds and economy in financing expenses seems to have been free from

criticism. The various bond issues and their payment may be summarized as follows:

Date	Issued	Paid
1892-1922.....	\$ 350,000	\$ 350,000
1903-1913.....	300,000	300,000
1903-1904—1933-1934.....	400,000	66,000
1908-1918.....	150,000	150,000
1921-1926—"A".....	600,000	600,000
1921-1926—"B".....	600,000	600,000
1921-1941—"C".....	120,000	7,000
1923-1943—"D".....	1,000,000	291,000
1924-1944—"E".....	500,000	95,000
1925-1945—"F".....	600,000	117,000
1927-1946—"G".....	750,000	195,000
1927-1941—"H".....	860,000	280,000
1928-1947—"I".....	600,000	120,000
	\$ 6,830,000	\$ 3,171,000
End Year 1931 Balance.....		\$ 3,659,000
Value Sinking Funds.....		558,735
Net Debt.....		\$ 3,100,265

Tax Limits Are Set

The existing state law provides that the amount of taxes levied by the Port of Portland in any one year

for purposes other than the payment of the principal and interest of its outstanding bonds shall not exceed three-tenths of one per cent of the assessed valuation of all property within the limits of the port district. This would limit the amount of the general purpose levy to about \$1,100,000 per year under the 1931 valuation. The budget and levies of the port are also subject to the control of the Multnomah County Tax Supervising and Conservation Committee. However, since only \$515,218.47 was levied by the port for general purposes in 1932, the 1933 limit of the Port of Portland levy under the six per cent limitation of the state constitution would be \$546,131.58. In addition a levy of \$141,162.50 was made for bond interest and retirement in 1932.

Prompt to recognize the needs of the Port in earlier years, the Port of Portland is to be commended also for its retrenchment program which has been carried out during recent years in view of the fact that its main development program has been achieved.

TAX LEVIES—THE PORT OF PORTLAND

1892-1932 Inclusive—41 Years

Tax Year	Amount	Tax Year	Amount	Tax Year	Amount
1892	\$ 82,203	1906	\$112,063	1920	\$ 458,224
1893	62,487	1907	141,106	1921	461,179
1894	14,938	1908	272,549	1922	630,995
1895	31,724	1909	276,917	1923	653,745
1896	38,262	1910	417,747	1924	705,263
1897	30,210	1911	470,997	1925	783,544
1898	42,867	1912	475,178	1926	823,267
1899	62,817	1913	359,958	1927	896,348
1900	46,287	1914	616,887	1928	982,701
1901	47,654	1915	360,681	1929	983,637
1902	70,034	1916	315,887	1930	962,795
1903	71,163	1917	357,582	1931	934,024
1904	138,968	1918	447,462	1932	656,387
1905	148,177	1919	671,598		
					\$16,116,512

Value Nearly Six Million

The book value of the various properties and facilities of the Port of Portland as of November 30, 1931, the end of its last fiscal year 1931, was as follows:

REALTY:

Airport Realty	\$ 641,584.18
Tanker Basin (leased)	218,841.93
Undeveloped Lands (approximately 94 acres Guilds Lake District)	642,194.46
Total of Lands	\$1,502,620.57

Airport Improvements and Facilities	675,117.46
Drydock Plant (including land and riparian rights)	1,035,760.46
Towage Service (Steamer "Portland")	40,303.92
Dredging and Auxiliary Plant for River Improvement	1,180,932.12
Total of above items	\$4,434,734.53

The total assets of The Port of Portland, including the above items with its cash, insurance reserve funds, bond sinking funds, supply inventories and etc. were shown on its books November 30, 1931, as.....\$5,835,042.73

While various departments of the Port of Portland collect charges which reimburse them more or less for the services they render, all are dependent upon the taxpayers for some part of their overhead and operating charges. The following statement shows the earnings and expenses of the various departments and other principal expenditures during the past three years. The expenses of departments do not include any charges for depreciation, interest on investment or general overhead charges.

DREDGING

	1929	1930	1931
EXPENDITURES: Channel and Harbor Development	\$ 113,751.63	\$ 213,684.21	\$ 14,005.26
Channel and Harbor Maintenance	35,963.52	113,166.50	20,860.91
Total	\$ 149,715.15	\$ 326,850.71	\$ 34,866.17

EARNINGS:			
Dredge Hire	\$ 274,134.97	\$ 3,964.88	\$ 77,893.39
Cost for Dredge under Hire	167,302.03	15,063.85	63,929.47
Deduct Net Earnings	\$ 106,832.94	\$ 11,098.97*	\$ 13,963.92
Net Total Dredging Expenditures	\$ 42,882.21	\$ 337,949.68	\$ 20,902.25

* Add net cost

TOWAGE SERVICE

Expenses	\$ 48,171.86	\$ 47,859.90	\$ 35,453.27
Earnings	35,802.34	31,960.25	20,220.50
Net Cost	\$ 12,369.52	\$ 15,899.65	\$ 15,232.77

DRY DOCKS

Expenses	\$ 192,585.84	\$ 289,406.07	\$ 165,499.05
Earnings	183,349.49	296,100.67	127,667.48
Net Cost or Gain	\$ 9,236.35	\$ 6,694.60*	\$ 37,831.57

* Net earnings.

	AIRPORT	1929	1930	1931
Expenses		\$ 13,167.02	\$ 36,358.82	\$ 37,014.53
Earnings		7,966.35	16,452.33	26,217.99
Net Cost		\$ 5,200.67	\$ 19,906.49	\$ 10,796.54
Interest on Debt		\$ 210,704.08	\$ 205,916.00	\$ 182,373.78
General Overhead		51,525.48	49,268.60	48,491.12
Special Expenses: Litigation, Publicity, Rate Case, Etc.		19,444.15	11,770.06	6,689.34
Total		\$ 281,673.71	\$ 266,954.66	\$ 237,554.24

ORGANIZATION

The governing body of the Port of Portland is now a commission of nine members. The number of members on the commission and the method of choosing commissioners has been changed several times. The original act creating the Port of Portland named fifteen commissioners to constitute the first board. Ten resided in the City of Portland, three in East Portland and two in Albina. The act provided for a self-perpetuating body, vesting the power in the board to fill vacancies and elect successors providing that a like number of commissioners should be selected from each of the three cities as provided for originally. Following the consolidation of these cities the number of commissioners was reduced to nine. In 1901 the legislature amended this act and vested the power in the Board of Commissioners to fill vacancies until the next session of the legislative assembly at which time the vacancies should be filled by election by the legislature. The number of commissioners was reduced to seven. A similar provision was contained in an act passed by the 1903 legislative assembly. In 1911 the legislature attempted to amend the law by placing the appointment of the commissioners with the Governor. This act, however, was held to be unconstitutional thus leaving the election of the commissioners of the Port of Portland in the legislature.

Consolidation Is Attempted

In 1921 a proposal for the consolidation of the Port of Portland and the Dock Commission was enacted by the legislature. This act changed the method of selecting the commissioners by having the Governor nominate and the legislature elect the commissioners. Another measure submitted by the legislature to the voters of the port district provided for the appointment of the commissioners by the Governor. This measure was carried. The number of commissioners was increased to nine. In 1925 provision was again made for the selection of the commissioners by the legislature.

In 1931 the method of selecting commissioners of the Port of Portland again received the attention of the legislature and the port act was again amended to provide that at the general election held in November, 1932, the commissioners whose terms will expire in 1933, should be elected by the qualified voters residing within the Port of Portland district, and thereafter vacancies should be filled in all the offices of the commissioners by a similar election at the general election. The manner of election, canvassing of returns and

other details were established to correspond with the laws obtaining with reference to the election of county officers in Multnomah County. Vacancies, however, under this act are to be filled by appointment by the governor, such appointees to serve until the general election next following the appointment, at which time their successors shall be elected by the voters of the district. Commissioners under this law can be removed by the governor for cause. This law is now in full force and effect and places the selection of the commissioners for the Port of Portland in the voters of the district, and in that respect corresponds to the election of commissioners in all of the other ports of the state and is in keeping with the principle of home rule established as a policy in Oregon.

COMMERCE

Commerce with all parts of the world has developed rapidly until Portland now stands twelfth in the list of great American ports. Fifteen tables showing the nature and volume of Portland's commerce for the past ten years are included in this report. These tables have been compiled especially for inclusion in this report by the Powell Shipping Company from records furnished by the Merchants' Exchange.

In considering the present commerce of the port it is interesting to note that the first full cargo of wheat dispatched from the Columbia river was sent to Australia in 1868. The first large cargo of flour went to New York during the same year. The first cargo of lumber went to Hongkong, China, in 1870. Three years later, 1500 cases of canned salmon were shipped to the British Isles. These shipments were the forerunners of a large trade in these commodities.

In reading the tables showing Portland's ocean commerce it should be noted that river and harbor traffic has not been included. Such traffic alone amounted to 3,000,000 tons in 1922, reached the high point of 4,500,000 tons in 1929, and was 3,750,588 tons in 1931.

Table No. 1 discloses that the ocean commerce of the Portland port reached its highest point in 1929 with a total tonnage of 5,344,507. The ocean cargo tonnage for 1931 (tonnage 4,843,296), which was the lowest tonnage for the last five years covered by the statement, is only 9.4% lower than the peak tonnage of 1929. The Pacific Coast Ports tonnage, in and out, 25,675,339 tons, represents 56% of the total tonnage of the port over the ten year period. The peak tonnage for foreign countries moved in 1927 with a total of 1,896,290. The year 1931 with a tonnage of 1,131,720 represents a drop in tonnage of 41% based on the peak year of 1927.

SHIPMENTS BY WATER TO AND FROM PORTLAND, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

IMPORTS	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Foreign Countries	62,926	100,503	109,273	122,166	124,647	141,676	141,780	138,449	121,405	91,625	1,154,450
Hawaii	1,295	5,984	877	1,974	2,863	3,811	4,295	8,006	11,132	5,864	46,101
Gulf Ports	35,935	47,060	43,116	48,072	59,061	47,209	50,867	73,724	73,369	57,208	535,621
Alaska	2,402	2,075	1,634	1,408	4,035	2,088	2,694		7	5	16,348
Pacific Coast Ports	1,300,695	1,664,285	1,750,111	1,884,070	1,897,906	2,021,898	2,215,524	2,306,246	2,505,354	2,411,452	19,957,541
Atlantic Coast Ports	115,692	180,794	168,195	183,706	202,381	180,014	184,579	215,548	179,255	138,227	1,748,391
TOTALS	1,518,945	2,000,701	2,073,206	2,241,396	2,290,893	2,396,696	2,599,739	2,741,973	2,890,522	2,704,381	23,458,452

EXPORTS	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Foreign Countries	1,209,758	1,215,016	1,340,771	778,577	1,620,828	1,754,614	1,437,482	1,490,601	1,193,853	1,040,095	13,081,595
Hawaii	7	1,637	2,801	7,918	5,604	5,445	9,982	8,360	12,157	18,556	72,467
Gulf Ports	2,748	8,757	11,414	14,117	21,247	10,022	12,666	16,940	11,853	14,383	124,147
Alaska	2,258	3,301	2,779	3,055	3,691	3,974	3,044	3,071	527	179	25,879
Pacific Coast Ports	326,050	525,999	519,433	644,918	587,440	553,059	675,579	654,184	574,744	656,392	5,717,798
Atlantic Coast Ports	102,045	165,338	315,947	376,713	364,099	295,912	444,953	429,378	383,296	409,310	3,286,991
TOTALS	1,642,866	1,920,048	2,193,145	1,825,298	2,602,909	2,623,026	2,583,706	2,602,534	2,176,430	2,138,915	22,308,877
Grand Totals—(In and Out)	3,161,811	3,920,749	4,266,351	4,066,694	4,893,802	5,019,722	5,183,445	5,344,507	5,066,952	4,843,296	45,767,329

FOREIGN IMPORTS, IN SHORT TONS, TO PORTLAND, OREGON (By Countries)

FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COUNTRY	*1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Arabia					76					24	100
Argentina		3,813	5,434	819	7,825	17,622	4,525	15,770	4,784	638	61,230
Australia and New Zealand		3,057	1,903	1,002	264	21	193	868	91	196	7,595
Austria Hungary									19	106	125
Belgium		7,662	8,366	38,265	35,858	24,215	31,042	18,560	7,341	6,874	178,183
Brazil		394	1,832	698	2,752	1,270	1,750	1,501	1,989	2,806	14,992
Canada					3,856	14,997	8,331	1,512	1,563	3,610	33,869
Chile		353	2,730	1,153	844	719	840	220	795	140	7,794
China		19,598	13,158	17,874	8,666	9,486	12,835	11,607	10,407	4,994	108,623
Colombia					138	124	161	339	489	411	1,662
Costa Rica								30		36	66
Cuba					2,445	2,897	4,800	9,574	4,719	2,042	26,477
Czecho-Slovakia								22	574	1,456	2,052
Denmark			1,281	241	182	40	91	67	114	39	2,035
Dutch East Indies		407	15	560	5,891	6,019	3,729	5,094	2,368	20,914	44,997
Ecuador								2	19	21	21
Estonia									28		28
Finland					36			165	1,088	295	1,584
France		320	49	34	105	3,703	2,971	1,621	2,648	1,450	12,901
Germany		978	2,614	2,285	5,223	3,295	5,438	7,745	14,481	9,573	51,632
Greece								15	60	52	127
Holland		1,084	4,667	3,431	4,068	3,501	3,430	1,410	1,508	1,846	24,945
Honduras and Guatemala		410	406		199	92	35	8	107		1,257
India					161	578	1,566	5,941	7,531	3,968	19,745
Italy				107	263	236	373	366	292	266	1,903
Iraq										75	75
Japan		2,292	3,786	2,440	3,296	2,518	3,893	5,119	2,275	1,507	27,126
Jamaica		30					5	105	95	32	267
Jugo-Slavia										55	55
Mexico			278		60	75	37	70	24	81	625
Nicaragua		1,500	413	1,200	1,054	650	1,428	8		8	6,261
Norway		9,485	152	5,621	165	124	113	451	327	200	16,638
Panama			349	68	8	17	136	120	83	91	972
Persia										22	22
Peru					112		40				152
Philippine Islands		37,643	55,273	42,180	39,104	46,016	48,146	32,520	41,798	21,643	364,323
Poland									24		24
Porto Rico								32	41	63	136
Portugal								30			30
Russia										23	23
Salvador		332	169		259	12	227	61	5	8	1,073
South Sea Islands								10,040	5,530	2,314	17,884
Spain					165	1	41		302	22	772
Sweden		1,647	950	2,218	407	300	234	1,206	323	876	8,161
Switzerland										12	12
United Kingdom		9,498	5,448	1,970	1,076	1,755	3,600	4,547	6,100	2,545	36,539
Uruguay					89	1,293	1,772	1,462	1,414	312	6,342
Venezuela									49		49
1922 not distrib'd by Countries	62,926										62,926
TOTALS	62,926	100,503	109,273	122,166	124,647	141,676	141,780	138,449	121,405	91,625	1,154,450

* No figures available for 1922 by Countries. (See Commodity Report.)

FOREIGN IMPORTS, IN SHORT TONS, TO PORTLAND, OREGON (By Commodities)

FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Arsenic (Crude)	39	17		18							74
Basketware	17	12	28	46	60	51	59	33	30	14	350
Beans			694	502	117	582	1,052	156	345	25	3,473
Bones				227	1,070	733	2,773	2,620	1,001	200	8,624
Bone Glue						2,003					2,003
Bristles	132	174	48	137	67	386	217			17	1,178
Campbor	76	34									110
Carpets and Rugs	111	128	85	37	37	323	159	9	17	30	936
Cement		14,027	4,163	25,135	11,086	5,826	14,257	6,593	577		81,664
Chemicals		3	31	2,116	737	571	1,439	3,495	7,065	4,698	20,155
Cigars	12	2	7	1	2	8	54	5	4	5	100
Coke and Coal	7,322	4,574	3,294	4,234	4,067	4,278	3,804	3,488	5,110	2,239	42,410
Coffee	1,709	394	2,065	1,537	2,865	1,923	2,647	2,110	2,662	3,465	21,377
Cocoonut Oil	4,089	10,789	10,436	12,410	9,609	9,266	3,104				59,703
Copra	17,043	24,163	26,242	17,234	24,674	33,051	39,899	41,850	41,800	30,359	296,315
Copra Meal				2,346	392	672					3,410
Corn			2,110	3,373	1,966	6,538	506				14,493
Cotton Waste	262	24	25								311
Cotton		114	132	517	105	321	292	78	49	45	1,653
Cotton Seed Meal									51		51
Cork Board					124	46	58	246	277		751
Earthenware and Porcelain	136	384	884	872	1,639	1,457	1,513	1,257	883	348	9,373
Fertilizer	300				153	748	1,843	3,313	1,059	802	8,218
Fire Brick	75	541	302	244			157	179	176		1,674
Fire Clay		50	410	498	36	246	126				1,366
Fire Crackers	28	2		11		15	23				79
Fish	235	170	312	304	294	278	133	244	195	107	2,272
Furniture	123	172	115	36	116	104	81	73	109	63	992
Food Stuffs								2,119	1,881	1,122	5,122
Furs and Skins	164	251	175	263	28	106	59				1,046
Glass Ware		51						45	47	25	168
Grain Bags (Burlap)	605	1,400	330	933	110		986	5,546	7,306	4,080	21,296
Hair	117	100	58	137	43	196	44			11	706
Hardwood	357	110	374	460	1,198	541	270	273	235	6,641	10,459
Hemp (Fibers)	1,887	5,811	18,287	10,305	7,560	6,734	5,006	2,357	3,118	1,105	62,170
Iron and Steel	656	2,272	7,217	9,287	17,303	16,652	15,411	11,594	13,069	11,467	104,928
Linseed	3,766	5,354	4,202	72	5,627	8,993	2,028	11,550	3,937		45,529
Linseed Oil	425	7	38	17	39			12	49		587
Linseed Meal Cake			557		1,203	285	552	932	101	682	4,312
Matting	16	5				107	55				183
Manioc Meal							379				379
Miscellaneous	1,014	475	675	2,868	3,307	2,093	2,943	4,151	2,866	1,789	22,181
Nitrates	1,587	297	2,730	856	861	769	880	220	788	140	9,128
Nails							545	437	562	723	2,267
News Print							8,373	1,512	2,599	4,368	16,852
Nuts	592	179	537	476	323	103	248	158	116	99	2,831
Peanuts	825	1,560	1,525	3,540	1,689	1,598	1,283	344	446	858	13,668
Peanut Cake Meal			50	213	454	401	633	2,706	1,771	485	6,713
Peanut Oil		498			1,893	2	5	131		4	2,537
Paper	1,899	1,460	2,121	189	66	15,074					20,809
Pepper	80	25	27	82	22	41	63	62	65	54	521
Pig Iron	2,615	7,076	4,262	2,695	3,064	964	680	740	489	289	22,874
Pineapple (Canned)	25	112									137
Provisions	862	486	1,917	1,569	1,449	1,211	3,461			36	10,991
Rice	322	236	339	321	317	204	245	260	253	163	2,660
Rope	106	71	25	103	44	87	59	124	10	169	827
Rubber		15	128	335	292	435	90	110	61	104	1,570
Seeds	467	541	137	943	261	203	171	217	183	155	3,278
Silk Goods	6	1	7	2	1	1	3	1,305			1,326
Silk, Raw									193		193
Silver Sand	113	626	276	1,406	1,964	2,015	1,679	1,783	1,315	1,334	12,521
Soda Ash	75										75
Soya Bean Cake	1,894	2,977	4,333	2,765	3,157	4,282	5,614	7,984	7,624	3,197	43,827
Soya Bean Oil		524	12	22	610	698	670				2,536
Straw Rugs	180	12	50	103	44	297	24				710
Straw Braid	81	198	55	20	14	19	3				390
Sugar	618	2,754	1,942	2,192	4,022	3,659	7,609	10,858	8,895	8,218	50,767
Sulphur	121	209									330
Stone (Marble)					615	503	490	823	423	393	3,247
Tankage		95		185	484	166	714				1,644
Tapioca		4	31	142	59	103	589	211	270	109	1,518
Tea	1,067	150	623	432	233	414	148	149	122	65	3,403
Tin	6	15		20	54	57	63	79	38	28	360
Toys	152	164	309	151	194	179	251	194	108	67	1,769
Twine (Binder)				40		30					70
Wax	196	500	462	430	428	221	473	662	495	877	4,744
Window Glass	4,499	3,606	1,191	2,322	1,907	1,590	850	1,091	258	227	17,541
Wool	3,822	4,502	2,888	2,862	285		1,900	39	16		17,206
Wire Rope							272	156	267	86	781
Wood Pulp				1,666	4,047	279	931	1,725		29	8,677
Woodenware					28	46	45	41	15	9	184
Wire							787				787
TOTALS	62,926	100,503	107,273	122,166	124,647	141,676	141,780	138,449	121,405	91,625	1,154,450

SHIPMENTS BY WATER FROM HAWAII TO PORTLAND, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Autos.								32			32
Bananas									48		48
Burlap Waste						90	67	193	198		548
Canned Goods						16		12	6	2	36
Cocoanuts									4	1	5
Coffee				18		54	12	1	1		86
Charcoal						10					10
Furniture				6		1	1	1	1	2	12
Honey							3	4	21	12	40
Merchandise			2	8	31	29	5	193	98	17	383
Molasses		3,920						3,507	4,973	1,120	13,520
Paper								33			33
Pineapple Bran										50	50
Pineapple (Fresh)								5	19	7	31
Pineapple (Canned)	1,295	2,064	875	1,942	2,832	2,614	3,137	4,025	3,523	2,330	24,637
Sugar						997	1,070		2,240	2,323	6,630
TOTALS	1,295	5,984	877	1,974	2,863	3,811	4,295	8,006	11,132	5,864	46,101

SHIPMENTS BY WATER FROM GULF PORTS TO PORTLAND, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Agricultural Implements					133	364	604	1,078	1,340	661	4,180
Autos.					2				9	4	15
Ammonia	75	87	52								214
Auto Supplies		2	85	21	4	9	20	14	129	36	320
Beverages					18	43	120	53	63	74	371
Canned Goods	810	1,156	915	852	1,533	1,672	1,392	1,954	2,071	1,948	14,303
Chemicals	38	328	5		94	145	381	452	601	2,806	4,850
Coffee	67		17	31	23	26				48	212
Cotton Linters	405	95	116	132	134	124		247	382	311	2,010
Cotton Seed Meal										75	75
Drugs		7	5	13	34	40	35	102	4	16	256
Drygoods		704	339	351	369	421	340	370	360	368	3,622
Electrical Goods		74	58	1	1	30	138	191	157	94	744
Firebrick											132
Furniture		85	91	21	43	96	69	83	132	246	866
Glassware	42	169	166	118	69	15	634	400	469	498	2,580
Groceries		219	109	58	174	77	141	162	547	832	2,319
Hardware	116	335	115	150	334	338	328	495	731	873	3,815
Hardwood		376	293	297	259	286	854	1,311	668	433	4,777
Hominy	48										48
Iron, Steel Products	9,871	8,970	2,838	4,072	4,866	3,765	6,801	22,430	19,506	9,730	92,911
Lard, Substitutes	1,727	2,022	2,550	3,871	3,854	4,343	3,797	4,182	1,194	1,194	31,064
Lubricating Oils	236	510	685	811	658	294	507	930	421	455	5,497
Machinery	152	198	74	127	130	43	385	376	606	377	2,468
Merchandise	592	967	350	623	618	757	1,133	1,305	1,141	501	7,987
Nuts		197									197
Oyster Shells	2,677	2,187	2,359	3,602	2,709	2,962	3,604	2,672	2,752	3,617	29,141
Pig Iron		750	403	98							1,251
Paints, Oils		73	39	45	7	74	47	40	28	42	395
Paper	65	214	111	119	249	153	146	300	616	555	2,528
Plumbing Supplies	2,304	8,950	13,124	10,908	10,515	9,207	7,389	6,187	9,052	4,985	82,621
Pianos	48	72	1	1							122
Rice	241	892	1,218	945	1,090	1,257	1,136	1,213	1,282	1,224	10,498
Roofing			407	767	173	84		18		22	1,471
Rosin	308	541	455	520	500	609	264	817	1,259	1,189	6,462
Rubber Goods		15	1						13	45	74
Salt											125
Soap		272	54	141	93	64	179	260	561	802	2,386
Starch			20	30					98	130	299
Stationery, Supplies	21			33	37	22	53	37	31	53	266
Sulphur	14,403	14,665	15,263	17,026	29,469	18,511	19,074	24,773	22,868	21,684	197,736
Syrup, Molasses	1,001	1,449	282	821	614	699	676	791	752	752	7,750
Sisal	528	296	213	1,044	24	154	414	725	18		3,416
Tinplate						213			121	6	340
Tobacco						8	5	18	5	7	43
Toys											92
Turpentine	58	59	136	127	150	193	169	93	141	69	1,195
Twine, Cordage	4	33	20	12	13	10	113	60	53	45	363
Wax	38		30	233	46	25	77	67	54	1	571
Wood Mfs.		1	57			21	51	89	102	51	372
Seeds		3									3
Sugar		85	40	51	22	65			5		268
TOTALS	35,935	47,060	43,116	48,072	59,061	47,209	50,867	73,724	73,369	57,208	535,621

SHIPMENTS FROM ALASKA TO PORTLAND BY WATER, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Merchandise	26	13	5	22	110	77	39				292
Salmon (Canned)	2,376	2,062	1,629	1,386	3,925	2,011	2,655		7	5	16,056
TOTALS	2,402	2,075	1,634	1,408	4,035	2,088	2,694		7	5	16,348

SHIPMENTS BY WATER FROM PACIFIC COAST PORTS TO PORTLAND, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Asphaltum	4,261	3,496	3,918	3,991	2,525	3,267	2,923	2,472	5,228	7,548	39,629
Autos	218	312	329	509	1,294	1,665	2,410	3,160	2,186	722	12,805
Auto Supplies	1,029	759	1,112	2,234	1,926	1,463	3,392	5,536	5,610	6,348	29,409
Barley	19,235	5,274	3	726	2,575	5,026	455	1,360	1,275	118	36,047
Beans			1,207	1,416	979	1,039	1,445	1,635	1,171	1,133	10,025
Beverages	544	851	1,045	1,305	1,933	1,121	1,868	2,445	1,671	1,390	14,773
Butter, Substitutes	216	62	61	1,164	1,385	1,348	1,793	2,302	1,931	1,122	11,384
Canned Goods	9,108	8,574	9,268	10,828	9,188	11,728	13,548	14,389	14,805	13,331	114,767
Cement	30,323	22,798	27,913	43,112	51,412	79,094	74,433	38,212	38,465	17,628	423,390
Cheese	151	128	138	32	73	70	134	153	127	139	1,145
Chemicals	4,196	5,495	5,513	7,324	8,534	10,886	13,054	16,788	14,577	14,840	101,207
Cocanut Oil							598	319	1,631	606	3,154
Coffee	4,676	3,755	4,401	3,992	5,560	5,304	4,459	5,702	5,766	6,275	49,890
Confectionery	1,635	1,428	2,053	2,328	2,020	2,157	2,379	2,479	2,693	3,258	22,430
Copper, Brass	313	344	488	533	182	266	255	365	251	143	3,140
Corn								20			20
Drugs, Medicine	2,504	2,471	2,480	2,421	2,206	2,678	3,378	3,430	3,651	3,740	28,959
Drygoods, Clothing	2,384	3,201	2,277	2,238	1,662	2,210	3,053	3,495	3,368	3,262	27,150
Electrical Goods	2,872	3,398	3,953	3,816	3,950	4,301	5,336	5,792	5,606	4,971	43,995
Explosives				869	725	677	509	445	350	300	3,875
Fertilizer			492	1,000	1,453	2,132	2,201	1,413	1,479	1,412	11,582
Fibers	574	422	618	1,032	886	1,284	346	548	701	113	6,524
Fruit, Vegetables	5,085	9,470	6,597	7,117	5,771	5,393	7,919	14,730	9,791	16,389	88,262
Gas, Refined Oil	226,821	310,188	439,242	374,966	431,097	453,225	656,660	745,842	922,342	1,039,639	5,600,022
Glassware	1,128	2,611	2,206	2,020	3,073	3,618	3,584	4,004	4,808	4,625	31,677
Grain Bags, Burlap	1,626	4,146	1,244	1,875	1,147	2,947	2,199	1,513	1,513	4,378	22,459
Groceries	2,966	4,428	3,529	2,594	1,897	1,775	2,632	2,951	3,496	3,068	29,336
Hardware	1,622	1,727				2,049	3,106	2,872	3,529	2,137	17,042
Hay		562				142					704
Household Goods	1,141	1,459	1,178	1,909	1,574	1,128	1,263	1,151	1,204	1,637	13,644
Ink	522	558	581	593	520	735	865	958	797	827	6,956
Iron, Steel	2,761	6,128	8,611	9,310	8,457	6,311	5,847	9,435	6,491	3,132	66,483
Lard Substitutes	636	861	1,053	339	494	359	379	381	968	2,357	7,827
Leather Goods	529	548	544	299	170	216	200	131	154	166	2,957
Lime	463	106					1,906	1,181	2,160	1,034	6,850
Lumber	4,055	21,541	3,367	20,196	1,578	1,352	568	578	261	870	54,366
Lead	354	158	544	184	323	127	187				1,877
Machinery	844	1,795	1,365	1,093	2,049	1,389	1,350	1,315	1,640	1,706	14,546
Meal	1,701	1,444	1,253	1,746	1,772	2,125	1,477	2,242	2,667	3,438	19,865
Merchandise	5,870	10,115	4,883	5,150	5,908	8,947	9,315	9,780	10,968	12,712	83,648
Milk, Canned	667	344	442	397	510	1,008	883	1,363	2,284	3,033	10,931
Nuts	293	129	267	374	142	178	337	240	198	161	2,319
Oats					698	75					773
Oil, Fuel	869,565	1,126,406	1,104,679	1,267,827	1,233,490	1,267,940	1,238,119	1,267,323	1,296,402	1,104,018	11,775,769
Paints, Oils	7,234	5,404	6,373	6,325	5,725	6,626	7,408	7,820	6,218	6,347	65,480
Paper	1,587	3,223	3,829	3,089	2,133	2,537	3,821	4,025	2,261	1,959	28,464
Pepper	89	17									106
Plaster	264	2,507	1,852	1,351	1,604	298	289	553	860	794	10,372
Plumbing Supplies	1,364	2,193	1,862	892	687	976	2,582	2,881	2,734	2,385	18,556
Powder	385	956	473								1,814
Rice	1,350	1,079	1,175	865	590	796	933	821	794	733	9,136
Roofing	1,526	2,609	7,387	11,480	12,602	17,227	21,443	19,891	16,987	11,611	122,763
Rubber Goods	507	1,029	873	1,139	693	549	796	351	517	696	7,150
Salt	17,726	20,165	17,222	15,644	19,122	23,659	22,052	19,246	20,347	18,123	193,306
Salmon	549	29	214	24	6			199	1	32	1,054
Seeds	619	346	350	258	157	174	155	153	176	177	2,565
Soap, Powder	2,390	2,544	2,400	3,278	2,923	4,459	5,473	5,004	6,421	6,790	41,682
Soda	343										343
Stationery, Supplies	735	408	346	236	665	939	1,414	1,260	1,521	1,522	9,046
Sugar	42,774	45,719	47,398	38,732	41,929	57,300	61,420	53,811	53,396	54,570	497,049
Sulphur	152	450	626	114	638	564	526	661	245	289	4,265
Syrup	1,150	740	805	1,369	1,454	1,426	1,216	1,328	1,750	1,939	13,177
Tan Bark	350	426	280	294	122	91	117	3			1,683
Tea	250	175	211	198	135	150	163	74	189	202	1,747
Tile								401	344	365	1,110
Tinplate	84	92	71	262	35	22	493	77	71	70	1,277
Tobacco, Cigars	3,882	4,727	4,155	3,098	2,812	4,013	6,765	4,163	4,378	6,066	44,059
Twine, Cordage	397	407	353	231	197	354	354	451	369	312	3,425
Vegetable Pulp	1,263	339	168	932	349	661	998	1,329	1,050	2,020	9,109
Wax	508	264	3								775
Wheat	190	612	146	2,443	127		5	1,075			4,598
Woodpulp			67								67
Wood Mfs.		121	185	56	119	185	232	240	390	564	2,092
Wool	145	164	910	446	81	126	100	114	78	120	2,284
Zinc	37	46	54	29	12	11	4	14	22		229
TOTALS	1,300,695	1,664,285	1,750,111	1,884,070	1,897,906	2,021,898	2,215,524	2,306,246	2,505,354	2,411,452	19,957,541

OTHER OREGON PORTS

In addition to the Port of Portland, there are twelve other port districts in Oregon. All of these have been organized under a general law enacted in 1909. Under the terms of this law whenever eight per cent or more of the legal voters of any portion of any county bordering upon or containing a bay or river navigable from the sea file a petition with the county clerk, a special election is called within the boundaries of the proposed port. After the election, if the county court finds that a majority vote has been cast in favor of the organization of a port, such port is thereupon proclaimed to be duly organized.

Each port district is controlled by a board of five commissioners appointed, in the first instance, by the Governor and thereafter elected by the voters of the port district. These commissioners choose their president, vice-president, treasurer and secretary from their

own number, serve without pay and are subject to recall. The president, secretary and treasurer are required to make and file annual reports and to publish an itemized statement of receipts and expenditures at least once a year in a newspaper published in the county. They have the following powers:

1. To improve harbors.
2. To contract with the United States Government to do any part of the improvement work in the government's program.
3. Of eminent domain.
4. To exercise within the district's boundaries the full authority possessed by the state of Oregon relative to wharves, harbors, bays, streams, and navigation.
5. To establish, operate, and maintain tugboat and pilotage service.
6. To acquire lands, improve water front, build canals and channels and incidental to other activities to generate electric power and sell and dispose of it.
7. To borrow money and issue bonds. Bonds may be issued only when such issuance is authorized by majority vote of the voters, except that bonds may be issued in emergency in amounts not to exceed \$25,000 per year without vote of the people. It is provided that the bonded indebtedness of a district may never

 SHIPMENTS BY WATER TO PORTLAND FROM ATLANTIC COAST PORTS, IN SHORT TONS
 FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Agricultural Implements	175	1,057	637	1,067	1,076	3,352	1,231	1,109	901	571	11,176
Autos, Trucks	361	440	449	733	824	91	759	647	796	760	5,860
Auto Supplies	938	1,671	1,093	1,745	2,164	2,491	1,679	2,047	5,208	3,836	22,872
Beverages	180	326	379	900	899	735	526	744	568	483	5,740
Canned Goods	3,254	3,946	4,539	6,153	6,724	6,370	5,951	6,939	5,242	5,244	54,362
Carpets, Rugs	295	482	359	579	584	440	432	459	578	612	4,820
Cement	180	284	660	789	1,219	876	909	282	315	157	5,671
Chemicals	2,849	3,444	4,145	5,148	7,055	6,772	7,175	11,185	9,463	6,899	64,135
Clay			384	292	452	455	377	273	201	739	3,173
Coal, Coke	3,997	6,197	3,548	4,876	4,877	3,584	4,273	4,100	2,140	1,128	38,740
Coffee			285	138	119	39	77	65	290	424	1,437
Confectionery	331	654	546	999	2,125	1,560	1,918	1,868	1,249	1,079	12,329
Copper, Brass	141	256	350	876	657	781	811	476	509	479	5,336
Copra Meal				325	65						390
Corn			38								38
Drugs, Medicine	562	694	989	936	888	985	1,195	1,439	1,282	1,000	9,970
Drygoods, Notions	2,146	3,180	3,081	5,302	5,308	5,583	4,250	4,605	4,300	3,866	41,621
Dyestuffs	51	100	42	14	3	7	60	20	58	43	398
Electrical Goods	2,482	4,733	3,820	4,851	5,425	5,216	4,755	5,137	4,750	2,957	44,126
Furniture		766	559	1,024	1,276	921	824	958	481	581	7,390
Glassware	1,444	4,306	2,811	5,916	5,608	4,380	4,591	4,026	3,492	3,582	40,156
Groceries	3,277	3,816	3,839	2,697	2,401	2,488	3,383	4,149	3,836	4,539	34,425
Hardware	2,320	4,207	3,273	3,817	3,941	4,413	5,001	3,694	4,517	3,980	39,163
Iron, Steel Products	39,051	58,672	61,750	47,416	63,137	43,693	52,764	68,264	53,405	33,818	521,960
Lard Substitutes		1,078	213	7		4					1,302
Leather Goods	199	560	309	355	245	306	254	221	234	193	2,876
Linoleum	1,693	2,013	1,417	1,958	1,884	1,778	2,313	2,160	1,178	998	17,392
Lubricating Oils	2,976	3,986	5,611	7,962	8,188	8,192	8,276	8,288	6,772	4,850	65,101
Machinery	1,674	5,172	3,095	4,431	4,071	4,459	4,000	3,518	3,518	2,514	35,795
Merchandise	4,466	8,162	6,690	6,093	5,908	8,056	13,709	18,252	8,425	8,179	87,940
Oakum	43	53	19								115
Oyster Shells	1,126	578	1,196	656	654	603	620	580	775	830	7,618
Paints, Oils	1,454	2,120	1,921	2,099	2,248	2,319	1,845	2,087	1,673	1,492	19,258
Paper Goods	4,540	5,853	4,650	7,150	7,328	7,285	6,707	5,853	5,541	5,271	60,188
Peanuts		26	123	455	441	79	254	298	790	773	3,239
Pianos, Musical Instruments	478	756	408	329	735	671	221	486	206	116	4,406
Pig Iron			276								276
Plumbing Supplies	9,530	21,819	19,440	20,729	19,769	19,584	12,079	15,630	13,776	8,675	161,031
Roofing			251	663	607	154	431	213	208	80	2,607
Rope, Twine	523	749	829	1,348	1,445	1,580	1,543	983	1,321	1,144	11,465
Rosin	355	287	765	202	320	1,004	94	883	1,915	3,590	9,415
Rubber Goods	567	1,159	852	980	1,077	1,605	1,483	1,514	810	720	10,767
Salt				689	771	1,188	827	828	627	602	5,532
Seeds	40	26	36	50	24	36	97	84	80	86	559
Soap	129	401	233	74	141	334	443	387	108	128	2,378
Soap, Powder	1,642	2,081	2,173	2,647	3,343	3,655	4,333	5,481	4,936	4,545	34,836
Starch		854	750	558	181	137	12			54	2,646
Stationery, Supplies	1,040	1,465	1,382	730	1,309	1,830	1,901	2,294	1,650	1,567	15,168
Sugar		1,416	1,162	7,334	5,663	1,868	217		11		17,671
Sulphur								669	105	15	789
Syrup	665	1,176	1,066	638	939	658	553		732	582	7,009
Tile	10									70	80
Tinplate	18,042	18,664	14,536	17,722	16,824	15,762	17,159	21,200	18,695	12,823	171,427
Tobacco, Cigars	87	60	129	266	265	269	605	401	443	332	2,857
Toys	276	396	559	570	768	981	975	792	745	642	6,704
Turpentine			56	69	39		6			37	207
Wax	103	219	100	81	36	78	151	196	190	291	1,445
Wood Mfrs.		434	217	74	95	145	193	220	114	59	1,551
Woodpulp					158	16	122	33	3	96	428
Wool, Wool Waste			120	160	37	129	146	128	75	78	873
Zinc			35	14	41	17	69	40	18	18	252
TOTALS	115,692	180,794	168,195	183,706	202,381	180,014	184,579	215,548	179,255	138,227	1,748,391

exceed 10% of the assessed valuation, but it will be seen below that in one case—that of Astoria—this percentage has been exceeded, presumably because of shrinkage in valuations.

8. To levy taxes. The tax rate per year must not exceed one per cent plus whatever levy is required to pay the yearly interest on bonds and other outstanding evidences of indebtedness.

9. General power to do such acts and things as shall tend to promote maritime commerce.

A letter was sent out to the different ports requesting copies of their last annual balance sheets and budgets and certain additional information. The information given below is taken from these, which were forthcoming in all but two cases, and from the annual report of the U. S. Engineers for the Portland district.

FOREIGN EXPORTS, IN SHORT TONS, FROM PORTLAND, OREGON (By Commodities)
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Apples, Fresh	13,270	15,925	24,087	24,718	33,538	22,915	38,380	36,089	38,711	40,594	288,227
Asphalt			31			60	30	60			181
Autos, Trucks and Parts		275	477	825	261	77	49	246	48	15	2,012
Barley			10,259	6,078	3,009	561	902	78			20,887
Beef Casings			55	69	152	95					371
Bones	91	48	142								281
Boxboard			59				2,977	1,862	170	208	5,276
Canned Goods—Apples					2,198	2,079	2,258	3,295	1,358	1,938	13,126
Cherries					22	3	28	103	14	8	178
Loganberries					5,572	2,251	4,491	4,497	2,061	3,008	21,880
Pears					4,177	5,497	7,251	5,472	4,939	10,208	37,544
Plums					77	114	396	246	66	13	912
Prunes					149	90	170	288	40	112	849
Raspberries					26	43	46	22	33	19	189
Strawberries					86	90	176	63	47	56	518
Others	5,375	4,954	7,654	12,134	514	819	207	319	520	393	32,889
Cascara Bark	5	232	465	15	202	242	28	76	239	166	1,670
Cattle Hoofs				48	32	73	54	53	34	23	317
Cereals				174	443	497	693	1,024	930	784	4,545
Chemicals	130	334	341	1,389	540	40	612	2,802		91	6,179
Cocoonut Oil						182	169	302			653
Copper	112						170				282
Copra Cake					927		2,806	4,050	4,397	9,751	21,931
Cotton					149		1,123	1,123			1,272
Doors	137	1,210	3,294	7,093	12,130	12,583	12,606	10,055	6,803	7,156	73,067
Drugs, Supplies		24	10	14	1	1				2	52
Drygoods		8	10	4	1	12	27	37	63	42	204
Eggs				152	4			121	53	28	358
Electrical Goods		6	3	2	1	1	1	3	4	1	22
Explosives										34	34
Filter Clay										211	211
Flax Fiber						196	20	1		1	218
Flooring Blocks			401	524	489	1,150	1,416	1,398	703	497	6,578
Flour	110,438	148,565	129,838	59,068	57,944	68,586	62,144	86,764	75,689	93,888	892,864
Fruit (Dried)	4,836	2,672	10,764	3,413	17,952	20,013	3,457	20,001	17,096	12,680	112,884
Fruit (Juice)		6	9	7	2	2	3	2	6	11	48
General	3,023	2,499	2,971	2,336	759	3,106	2,221	564	672	345	18,496
Hardware		16	19	24	18	25	8	6	21	13	150
Hides	1,473	2,210	4,412	2,455	1,758	1,364	423	610	406	1,134	16,245
Hops		24	2	298	275	66	5	12	39	9	730
Honey						66	161	134		93	454
Horse Meat					409	582	239		65		1,295
Infusorial Earth	65	33			28	28			10	64	228
Iron, Steel Products	7,583	2,692	355	640	199	25	1,436	356	19	24	13,329
Iron, Steel Scrap		667	1,127	528	2,503	3,621	10,071	10,281	5,413	214	34,425
Iron, Other Scrap Metal					30	376	535	297	164	492	1,894
Lamps, Supplies					53	43	51	58	54	28	287
Lard	194	14	56	139			4	14		28	449
Lead	1,182	1,354	1,624	1,960	224						6,344
Linseed Cake			560	336				1,009			1,905
Lumber	359,540	490,423	508,826	405,678	473,466	487,992	578,408	650,480	407,967	387,874	4,750,966
Machinery		648	362	107	104	290	2	345	192	268	2,318
Milk, Canned	4	22	19	120	96	339	599	626	1,046	403	3,274
Milk, Powder						8		33			80
Millfeed	1,601	210	222	11	33	49	65	41	46	39	2,360
Oats	124	116		131	31		2	1	134	711	1,250
Old Paper		1,475	2,005	2,637	2,553	2,472	1,386	767	1,491	1,627	16,413
Paper	4,678	1,594	1,354	6,856	7,663	6,059	9,693	15,089	12,026	12,929	77,951
Pears, Fresh	199	114	5	99	82	431	1,996	1,901	5,068	4,499	14,394
Peppermint Oil						1					1
Ready Cut Houses			590	20		70		129	7	4	820
Rubber Scrap				39	282	118	163	237	108	331	1,278
Rye	1,103					1,792	2,370			1	5,267
Salmon	335	976	2,022	1,604	1,168	607	1,846	815	620	468	10,461
Sausage Casings							132	175	184	82	573
Seeds		11	29		80	5	53	42	93	31	344
Shingles		106	21	13				35			175
Staves and Shooks	58	50	572	467	3,865	7,201	7,949	8,366	4,962	659	34,159
Tinplate						56		168	207		431
Tobacco			135	107				234			476
Wheat	692,283	531,990	625,541	217,571	959,763	1,081,600	675,482	614,859	595,671	442,782	6,437,542
Wood Mfs.	1,186	213	43	189	695	962	223	2,399	3,144	2,938	11,992
Wood Pulp		3,300				50		66		12	3,428
Zinc	734										734
Zinc Concentrates				18,545	24,093	15,589					58,227
Zinc Slabs						1,405	336				1,741
TOTALS	1,209,758	1,215,016	1,340,771	778,577	1,620,828	1,754,614	1,437,482	1,490,601	1,193,853	1,040,095	13,081,595

FOREIGN EXPORTS, IN SHORT TONS, FROM PORTLAND, OREGON (By Counties)
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COUNTRY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Africa	2,810	2,651	702		91	2	1,473	3,766	2,720	5,952	20,167
Algeria	16,425										16,425
Annam								151			151
Argentina	433	5,886	4,230	11,863	13,394	25,988	28,409	33,344	10,734	5,741	140,022
Asia								18			18
Australia and New Zealand	21,482	52,447	77,890	71,182	74,081	69,285	48,731	66,742	19,115	1,211	502,166
Austria Hungary								3	3		124
Belgium	6,922	6,366	10,406	24,740	50,392	86,268	12,946	14,553	14,414	13,829	240,836
Bermuda							30	744			774
Bolivia	655		270	126	494	222	481	561	1,124	1,989	5,922
Brazil		50	854	938		1,037	1,047	1,015	423	204	5,568
Canada			661				136	1	16	40	854
Canal Zone and Panama	1,371	827	2,204	2,493	566	444	4,025	2,355	4,965	4,319	23,569
Chile	15,764	17,276	10,394	14,733	22,328	16,808	17,407	30,882	12,234	2,077	159,903
China	156,009	302,977	261,575	104,273	152,897	119,740	121,001	272,881	194,408	486,012	2,171,773
Colombia	475	73	83	3,466	821	5,029	5,040	5,777	3,064	1,616	25,444
Costa Rica			15	20	10	33	42	218	42	1	381
Cuba	40		1	1,346	4,290	5,232	2,245	997	1,881	1,440	17,472
Czecho-Slovakia								26	160	389	575
Danzig			296		491	934	137	566	820	89	3,333
Denmark	405	59	817	521	3,402	2,801	1,647	3,921	3,491	8,018	25,082
Dominican Republic	33		27				3	66	38	13	180
Dutch East Indies	843	1,211	363	115	159	905	13	595	470	129	4,803
Ecuador	3,611	3,960	2,494	3,817	3,367	4,154	2,675	1,564	2,283	1,614	29,539
Egypt	79		2	17	660	8			200		966
Estonia									1	5	6
Finland		20	70	118	208	73	50	126	150	33	848
France	5,713	13,171	1,021	420	27,077	28,644	14,658	6,096	11,930	8,683	117,413
French West Indies						87				40	127
Germany	34,866	561	8,362	5,560	39,444	40,080	30,822	43,589	29,212	23,930	256,426
Greece							1	958	8,288	135	9,382
Guatemala	793	1,636	223	461	479	350	961	808	1,461	1,431	8,603
Haiti									33	14	47
Holland	43,219	5,134	12,904	20,017	35,268	96,832	56,186	21,042	45,466	42,510	378,578
Honduras	931	25				13	16	13	165	310	1,473
Iceland						1				23	26
India	2	1,998	81	56	1,003	6	343		601	1,100	5,302
Italy	36,266	128	46,004	253	67,448	192,961	92,727	6,445	36,073	4,050	482,355
Japan	334,395	485,764	372,030	228,228	315,990	300,982	382,484	361,039	237,377	162,929	3,181,238
Jamaica							1	13	50	21	85
Jugo-Slavia						11	1	1	1	8	22
Latvia										22	22
Mexico	1,920	3,138	99	1,883	233	1,593	1,294	5,423	2,015	37	17,635
Morocco	1										1
New Foundland								1			1
Nicaragua	302	591	37	404	84	70	48	159	192	215	2,102
Norway	7,015	4,815	775	6,305	9,134	16,114	1,113	621	1,038	644	47,574
Palestine										37	37
Peru	22,458	25,152	23,437	24,975	53,281	46,226	51,359	33,433	21,136	5,901	307,358
Philippine Islands	12,148	14,692	16,377	13,904	15,894	19,496	22,961	24,832	25,772	23,535	189,611
Poland								404	78	1,739	2,221
Porto Rico	100	3	1	16	40	98	109	3,118	3,524	5,774	12,783
Portugal							16,648	8,637			25,285
Roumania										1	1
Russia	3,500		2,520				2			149	6,171
Salvador	2,521	2,877	1,304	1,630	4,480	3,168	3,224	4,510	3,983	5,324	33,021
South Sea Islands								1,277	1	1	1,279
Spain	8,295	179	34	140	305	5	25,315	8,551	595	1,552	44,971
Strait Settlements	33		94	8	159	736	720	264	1,959	536	4,509
Sweden	146	169	827	589	7,920	7,354	10,375	3,587	1,168	1,931	34,066
Switzerland			9	1	1	1	1	1	2	51	67
Turkey											1
United Kingdom	467,320	257,558	480,085	232,994	709,939	658,336	471,639	507,907	485,776	210,860	4,482,414
Uruguay	457	3,622	1,193	605	3,505	2,378	6,335	6,563	2,906	1,290	28,854
Venezuela and Curacao				360	1,493	109	599	305	295	466	3,627
TOTALS	1,209,758	1,215,016	1,340,771	778,577	1,620,828	1,754,614	1,437,482	1,490,601	1,193,853	1,040,095	13,081,595

We will take up briefly each of the twelve ports separately as to its activities and present status.

A letter was sent out to the different ports requesting copies of their last annual balance sheets and budgets and certain additional information. The information given below is taken from these, which were forthcoming in all but two cases, and from the annual report of the U. S. Engineers for the Portland district.

We will take up briefly each of the twelve ports separately as to its activities and present status.

Port of Alsea, Lincoln County.—This port was organized for the purpose of making dock and channel improvements on Alsea Bay and river. It maintains docks and floats at Waldport and Bayview and a tramway at Bayview. No attempt appears to have been made in the past to provide facilities for anything

but very small vessels, but the port has recently requested a government survey with a view to securing deeper water at the entrance.

Port of Astoria, Clatsop County.—This port district includes the whole of Clatsop County. It has had nothing to do with the improvement of the Columbia River entrance or channel, except for the contribution to jetty work mentioned above, but has engaged extensively in the construction of docks and terminals at Astoria. It maintains three piers, with a grain elevator and other handling equipment and a dredge for use in maintaining depth in and around these docks. It is stated that these improvements were made in the expectation of securing a parity in rates with Portland and Puget Sound ports.

While a considerable increase in commerce is said to

have resulted from the building of these terminals, the port district has shared in the City of Astoria's financial difficulties, as will be seen from the table appended below.

Port of Bandon, Coos County.—The Port of Bandon is located at the mouth of the Coquille River in Coos County. It was organized for the purpose of co-operating with the federal government and deepening the river channel between the entrance and the cities of Bandon and Coquille, for which purpose it issued bonds.

The present federal project is for a channel over the bar to be provided and maintained by the government, the port being charged with the duty of maintaining the river channel above the jetties. The port owns a bar tug, a dredge and marine shipways and a dock at Prosper, near Bandon.

The principal item of commerce is rafted logs and piling.

Port of Bay City, Tillamook County.—This district was organized in 1910 for the purpose of co-operating on a fifty-fifty basis with the federal government in the development of Tillamook Bay and its entrance. At that time the port had no railroad and shipping was greatly hampered by channel conditions. The port issued bonds to provide funds for this cooperation.

In 1918 the north jetty was completed and a channel dredged to Bay City, which later silted up again. In 1925 the government ceased to require local co-operation, but the port thereafter nevertheless spent a considerable sum for dredging.

The port owns considerable water front for wharf sites, but maintains no docks. Commerce consists principally of lumber from one mill.

Port of Coos Bay, Coos County.—The Port of Coos Bay was organized in 1909 for the purpose of improving the channel of Coos Bay by dredging, providing docks and other facilities and maintaining pilot service. It has not been required to contribute to the government project, but has, nevertheless, done much dredging. It owns water front, docks with tracks and handling facilities, local storage facilities, tide flats for deposit of channel dredgings, industrial sites, a dredge and an airplane field on port property but under private management.

Commerce consists almost entirely of lumber and logs out-bound and petroleum products in-bound.

Coquille River, Coos County.—The Port of Coquille River embraces a district on the Coquille River above the boundaries of the Port of Bandon. It was organized

for the purpose of improving the river for navigation up to Myrtle Point until navigation on that part of the river ceased, and improving the upper streams for running logs. Its activities at the present time are so limited that no tax levy has been required for several years. The principal item of commerce is logs and piling.

Port of Nehalem, Tillamook County.—We have no information from this district except as given in the table below.

Port of Newport, Lincoln County.—The Port of Newport was organized for the purpose of the improvement of Yaquina Bay and entrance, co-operating with the government on a fifty-fifty basis until 1921, when the government released this requirement, the port itself doing a considerable part of the jetty work under contract with the government. Commerce consists principally of logs and lumber.

Port Orford, Curry County.—This district was organized to finance the construction of a dock at Port Orford to facilitate the shipment of cedar logs. The port has engaged in no other activities.

Siuslaw River, Lane County.—The port was organized for the purpose of co-operating with the government in jetty construction and dredging, on approximately a fifty-fifty basis. There was no railroad transportation when the district was organized, although a railroad was later constructed. The present activities of the port are limited. Commerce consists almost entirely of logs.

Port of Toledo, Lincoln County.—This district includes Yaquina River above the Port of Newport and was organized for the purpose of improving the river channel up to Toledo, at first without and later with government co-operation.

Port of Umpqua, Douglas County.—The port was organized in 1913 for the purpose of co-operating with the government in jetty construction on a fifty-fifty basis, in addition to which it has built and maintains a dredge and has engaged in deepening the river channel between the entrance and Reedsport. It is now relieved of co-operation in connection with the harbor entrance, but is required to maintain the river channel. It owns water frontage and a warehouse in addition to the above mentioned dredge. Commerce consists principally of lumber and logs.

The following chart gives such financial information as we have been able to gather concerning the various ports:

PORT	Assessed Valuation 1931 When Not Indicated	7-1-31 Net Debt	Ratio of Debt to Assessed Valuation	CURRENT TAX LEVY		EXPENDITURES AS BUDGETED (For 1932)			Government Expenditures to June 30, 1931
				Amt.	Millage	Bonded Debt Service and Misc- ellaneous Interest	Overhead	Miscel- laneous	
Alesea	\$ 953,355	None		\$ 1,049	1.1				
Astoria	27,282,166	\$3,643,841	13.36%	292,919	10.7	\$ 292,075	\$ 110 18,670	\$ 4,003 152,220	None None aside from Col- umbia River pro- ject
Bandon	6,438,386	31,400	.49%	12,876	2.0	6,320	1,126	12,300	\$705,107 (including work in Coquille River District)
Bay City	9,219,130	448,000	4.86%	94,976	10.3	76,215	750	17,510	\$861,465
Coos Bay	13,132,907	761,933	5.80%	107,689	8.2	77,842	8,970	31,980	\$7,358,861 (not in- cluding Coos River)
Coquille River	6,962,131	None		No Levy			276	703	\$705,107 (including work in Bandon District)
Nehalem	5,031,750	67,000	1.33%	35,224	7.0	.	.	.	None
Newport	4,573,876	238,007	5.24%	37,507	8.2	.	.	.	\$1,511,630
Portland	364,659,245	3,158,333	.86%	656,386	1.8	141,162	40,700		\$10,700,000
Port Orford	1,024,590	53,500	1.19%	5,559	5.4	.	.	.	None
Siuslaw	3,861,612 (1930)	3,752	.10%	10,040	2.6	.	.	.	\$567,653
Toledo	5,669,331	160,000	2.82%	18,141	3.2	.	.	.	\$42,800 (above New- port only: see New- port)
Umpqua	5,351,605	300,000	5.61%	44,418	8.3	43,250 (1931)	3,356 (1931)	5,065 (1931)	\$1,221,090

* No budget data available.

** Figures not available; no work being done

OTHER WORLD PORTS

Your committee has studied the activities of the port authorities of a number of large ports throughout the United States for the sake of comparison. A detailed study was made of Baltimore, Boston, Houston, Los Angeles, New Orleans, New York, Philadelphia, San Francisco and Seattle and some information was gathered as to a number of other ports situated on rivers. The findings (including Portland) are summarized as follows:

The port authorities in four of these ports, including Portland, are municipal corporations governed by a board of commissioners; four are not municipal corporations but are also governed by commissioners; and two are divisions of the state government and are governed by state boards. The number of members on the boards or commissions varies from one to nine.

Two Bodies Serve Ship Interests

Portland is the only port having two public bodies, (The Port of Portland and the Dock Commission) to serve the shipping interests of the community.

Portland and Seattle are the only large ports in which the members of the board are elected by the voters. In three ports the members are appointed by the governor of the state; in one by the governor with the consent of the senate and in one by the governor and the mayor with consent of the city council; in two ports they are appointed by the city councils in the district; and in one port they are appointed by a state navigation board. The commissioners of all other Oregon ports are elected.

As to the respective powers exercised by the governing bodies of these ports, we find that nine have general supervision over harbors and docks; and one (Port of Portland) has full supervision over the port except docks, which are administered by another public body.

Portland is the only American port studied which has the direct power of taxation. As to the issuance of bonds, five ports, including Portland, have the power to issue bonds and five ports do not have this power.

Portland is the only American port studied which gives towage service. Two of the ports studied give pilotage service, as Portland formerly did.

SHIPMENTS BY WATER FROM PORTLAND TO HAWAII, IN SHORT TONS

FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Apples, Fresh				22	20	47	101	127	193	138	648
Auto Supplies				4	1	3	1	120	2		131
Barley			303	107	26		1			3	440
Beverages								2		1	3
Boxboard							6	64	70	48	188
Burlap Bags						50	25	4		2	81
Butter			15		10				39	33	97
Canned Goods			14	80	8	24	85	30	60	75	376
Cereals			5	9	10	21	79	55	110	70	359
Cheese			2	4	1			6	11	10	34
Confectionery			8	2		2	10	14	6	5	47
Corn			18	67	23	13	48	61	12	13	255
Doors				22	80	25	79	99	13	2	320
Drygoods			8	17	13	16	10	9	8	4	85
Eggs			19	30	4			5	5	113	176
Electrical Goods			1	1	1	1	1	1	1	1	8
Fertilizer				327					160	2,452	2,939
Flour			493	2,244	1,779	1,099	1,573	1,107	1,584	1,435	11,214
Furniture, Fixtures			40	50	18	10	53	157	68	205	601
Firebrick				10					15		25
Groceries			2	5	3	39	10	51	48	38	196
Hardware			1	1	8	5	31	17	1	7	71
Hay			122					9			131
Iron Mfs.					5	7	372	56	26	109	575
Lamps, Supplies					1	1	1	1	1	1	6
Lumber	3	1,637	290	1,817	837	394	1,068	179	3,097	8,792	18,114
Lard			7								7
Machinery					6	15	7	55	10	26	119
Meats			16					13	65	96	190
Merchandise			22	46	32	610	84	101	71	40	1,006
Milk, Canned			61	26	18	1	16	17	37	193	369
Millfeed			288	1,156	1,057	963	816	728	838	1,216	7,062
Oats				1			151	194	105	39	490
Onions									134	342	476
Paper			422	1,132	1,439	1,516	2,324	2,391	2,389	2,028	13,641
Pears, Fresh							13	15	20	20	68
Plumbing Supplies				1		1	4	2	8		16
Poultry			2	4		2	3	2	1	1	15
Poultry Food			82	248	44	21	167	77	5	19	663
Potatoes				20		59		5	12	1	97
Prunes, Dried			3	1	1	1	1	15	9	13	7
Rope					12	12	17				68
Shoes			1	8	5	5	7	5			31
Soap			148	53		5	29	35	139	48	457
Staves, Shooks			235	23	30	507	2,665	2,433	952	243	7,092
Shingles	4		45	309	25		5	8			392
Tile									1,229	554	1,783
Trunks, Suit Cases			18	24	26	37	46	33	32	30	246
Vegetables, Fresh			71								71
Wheat			39	38	40	22	40	25	492	32	728
Wood Mfs.				9	31	11	33	32	79	58	253
TOTALS	7	1,637	2,801	7,918	5,604	5,445	9,982	8,360	12,157	18,556	72,467

Portland Co-operative Efforts Are Unique

A study of the activities of the federal government in providing main channel improvements for all of the ports mentioned above and in all other major American ports reveals that the Port of Portland is required to give a greater degree of local co-operation than any other port. The federal government has accepted full responsibility for dredging and maintaining the main channels of the following ports: Boston, New York, Philadelphia, Wilmington, Baltimore, Norfolk, New Orleans, Galveston, San Francisco, and Los Angeles. In some instances the federal government has required some co-operation in the past, and at Norfolk, Los Angeles, and Baltimore the local port is required to supply areas for the disposal of the dredged material. In several other ports the local authority is required to take steps to provide adequate terminal facilities, rights of way, roads, etc. But in none of these is the

type of co-operation given by the Port of Portland required. In creating an artificial port at Houston, Texas, the federal government has required some local contributions to the cost of dredging the main channel, but even here the local contribution has been only \$1,365,000 while the federal government has spent \$9,569,848.

Federal Projects Are Listed

The projects adopted by the federal government for the improvement of main channels of ports at some distance from the sea are given in the following table:

Name of Port	Distance from Sea	Minimum Channel Depth	Minimum Width
Portland, Ore.	113 miles	35 feet	500 feet
Baltimore, Md.	170 miles	35 feet	250 feet
Houston, Texas.	50 miles	30 feet	150 feet
New Orleans, La.	110 miles	35 feet	750 feet
Philadelphia, Pa.	101.2 miles	35 feet	800 feet

SHIPMENTS BY WATER FROM PORTLAND TO PACIFIC COAST PORTS, IN SHORT TONS

FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Apples, Fresh	1,552	2,448	4,828	2,723	2,418	524	601	321	218	836	16,469
Autos	197	402	308	495	494	462	438	372	627	495	4,290
Auto Supplies				778	384	273	411	500	499	537	3,382
Barley	2	125	530	614	118	12	124	3		46	1,574
Beverages			207	179	137	226	262	320	274	515	2,120
Boxboard								3,783	1,116	88	4,987
Butter	271	342	391	218	542	581	214	825	643	626	4,653
Canned Goods	9,041	10,248	11,879	14,973	16,841	17,293	18,917	22,794	18,811	17,168	157,965
Cereals	2,000	2,191	2,855	10,378	7,486	8,323	3,926	2,523	3,755	4,042	47,479
Cheese	216	187	119	170	261	185	325	373	440	1,412	3,688
Chemicals	329	303	265	555	347	547	610	320	376	756	4,408
Cocanut Oil		475	667	345	216	565	743	609	34	116	3,770
Confectionery	285	273	289	232	411	318	333	323	295	295	3,119
Copper, Brass	133	62	29	98	53	79	190	37	16	18	715
Corn										10	10
Drugs, Supplies	67	101	83	93	122	78	76	120	204	281	1,225
Drygoods, Clothing	584	618	844	769	630	581	722	793	524	446	6,511
Electrical Goods	179	252	284	245	244	336	372	412	498	372	3,194
Flour	49,953	53,348	73,558	69,809	64,729	76,811	96,638	91,759	82,865	83,528	742,998
Fruit, Vegetables	3,654	2,851	4,552	2,395	2,941	2,039	2,637	3,371	2,981	8,117	35,538
Glassware	239	445	644	472	454	349	395	367	269	263	3,897
Grain Bags, Burlap	484	321	1,887	2,041	1,707	2,524	3,255	1,681	1,605	776	16,281
Groceries	1,700	2,075	2,002	1,477	1,579	1,703	1,341	1,235	963	1,475	15,551
Hardware	893	1,244	911	1,408	1,124	1,085	1,703	967	961	820	11,116
Hides, Leather	181	154	109	81	112	110	99	134	30	79	1,089
Hops			6	12	6	14	1			86	125
Household Goods	1,928	2,348	1,911	1,625	1,474	1,832	2,275	1,712	1,899	2,138	19,142
Hay			670							670	670
Iron, Steel	4,477	2,719	4,743	4,898	2,906	1,760	1,303	1,899	1,743	3,015	29,463
Lead	4,139	5,212	6,803	7,863	8,303	9,007	9,236	8,355	6,239	4,550	66,607
Lumber	114,258	245,320	196,286	308,170	262,649	227,817	312,195	293,640	217,449	198,979	2,376,763
Machinery	675	918	509	563	671	659	962	1,050	988	816	7,811
Meal	265	2,544	1,934	1,693	1,514	736	714	2,923	1,784	1,241	15,348
Meats	90	136	300	178	110	47	77	82	114	56	1,190
Merchandise	7,240	4,980	3,757	4,775	4,186	4,866	4,172	5,045	7,261	6,252	52,535
Milk, Canned	4,265	7,380	6,224	2,387	4,125	2,713	1,800	2,684	1,619	1,636	34,833
Millfeed	21,964	39,283	30,030	30,692	16,969	9,528	13,563	15,343	12,239	19,069	208,680
Oats	1,901	4,424	3,985	6,078	3,295	2,505	913	1,609	2,049	5,696	32,457
Oil, Lubricating	212	344	389	778	872	875	215	134	200	92	4,111
Paper	79,376	71,523	64,868	70,763	113,441	122,185	141,747	144,028	113,422	109,967	1,031,895
Paints, Oils	387	1,506	1,133	957	330	741	1,334	930	942	834	9,096
Plumbing Supplies	239	514	485	210	189	199	307	375	368	306	3,183
Potatoes	560	3,189	10,460	7,432	21,373	19,544	22,000	12,883	13,444	15,412	125,297
Paper Pulp		12,866									12,866
Rubber Goods	322	283	436	247	203	234	253	151	138	112	2,379
Rye		370	272	31				3		1	677
Salmon	250	300	254	151	126	64	872	14	27	139	2,197
Seeds	353	300	383	405	557	444	536	586	831	1,177	5,571
Shingles			702	388	645	617	195	264	484	15	3,310
Soap	905	1,463	909	430	581	179	214	172	247	190	5,290
Staves, Shooks	4,912	5,432	2,826	4,767	4,649	3,183	4,135	5,902	5,197	4,609	45,612
Sulphur	39	18	20			50					127
Tallow		138	105	48	51	57	142	191	419	560	1,711
Tin Scrap	2,429	2,140	1,845	1,921	2,104	2,451	2,472	2,617	2,154	1,735	21,868
Twine, Cordage	143	165	167	58	54	63	104	124	211	173	1,252
Vinegar	1,098	1,266	1,131	727	879	1,377	1,603	1,222	1,048	1,035	11,386
Wheat	1,354	30,146	68,081	78,663	27,774	21,362	11,384	5,523	48,839	141,932	435,058
Wood Mrs.		277	412	163	351	516	658	766	839	1,566	5,548
Wool	109	30	154	38	143	2	75	58	56	18	683
Woodpulp				359	3,560	3,428	5,790	9,957	14,425	9,868	47,028
TOTALS	326,050	525,999	519,433	644,918	587,440	553,059	675,579	654,184	574,744	656,392	5,717,798

SHIPMENTS BY WATER FROM PORTLAND TO GULF PORTS, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Burlap Bags			1,055	384	1,400	376	426	201	495	634	4,971
Canned Goods	139	629	1,021	850	1,035	951	1,298	988	1,581	1,688	10,180
Cascara Bark			14							49	63
Doors					83				45	14	142
Drugs										31	31
Fiber									57		57
Flour	1,557	1,157	2,727	4,910	4,393	1,943	4,518	3,111	1,102	744	26,162
Furniture	3	15	32	27	3	5	9	2	11	8	115
Hay			73								73
Hops										367	367
Lumber	47	5,971	5,018	6,461	12,556	3,572	2,622	6,382	4,593	2,420	49,642
Machinery	172	18	7	275	33	19	16	27	22	341	930
Meal			26								26
Merchandise	260	161	99		318	542	286	496	239	214	2,615
Millfeed										550	550
Milk, Canned				137	217	497	441	1,039		248	2,579
Milk, Powder				34		55	20				109
Paper and Paper Waste	87	81	49	614	373	1,081	1,866	2,566	1,999	2,399	11,115
Pickles	19		17	21	19	22	116	19		245	478
Prunes, Dried	54	119	212	91	235	82	17	124	73	32	1,039
Other Fruit, Dried			63							6	69
Rope					41						41
Salmon, Canned	338	398	389	269	518	770	484	501	231	587	4,485
Seeds					20	57	199	338	1,035	1,485	3,134
Staves and Shooks		77				21					98
Vinegar		38				16	31	45	19	18	167
Tallow			20								20
Wood Mfs.	72	79	87	43		11	316	1,096	340	11	2,055
Wood Pulp										2,288	2,288
Woolen Goods		14	5	1	3	3	1	5	11	4	47
Wheat			500								500
TOTALS	2,748	8,757	11,414	14,117	21,247	10,022	12,666	16,940	11,853	14,383	124,147

SHIPMENTS BY WATER FROM PORTLAND TO ALASKA, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Apples, Fresh										1	1
Beverages		2	2		3	4	3	5	6	4	29
Boats, Supplies		91	21	128	165	81	6	39	51	11	593
Box Shooks		441	274	324	294	332	120	496			2,281
Butter			3	3	4	4	4	4	4	4	30
Canned Goods		24	27	32	16		31	22	7	9	168
Cans, Empty		248	333	226	301	179	263	1,084			2,634
Chemicals		1				1	1	25			28
Coal		853	550	561	606	594	581	17	20		3,782
Coffee			2	2	2	3	3	4	2	1	19
Eggs			2	2	2	2		5	6	4	23
Electrical Goods		2			1						3
Flour	18	13	17	31	38	46	36	68	3	13	283
Fruit and Vegetables		42	30	2	38	34	41	8	7		209
Furniture					2	2	2				9
Groceries		37	16	14	12	10	26	70	11	6	202
Hardware		15	6	14	8	17	13	12	5	1	91
Hay, Straw		4	5		27	4		6		1	47
Iron and Steel		9	18	16	10	32	42	41			168
Livestock		6	6	4	6	6	4	7	2	2	43
Lumber	240	312	285	380	381	941	257	491	86	11	3,384
Machinery		16	20	14	38	68	47	73	14	1	291
Meats		10	10	7	7	13	15	40	21	19	142
Merchandise	2,000	17	35	48	34	114	108	94	130	1	2,581
Millfeed		4	4	10		6	13	8		3	48
Milk, Canned			9	8	11	14	15	16	4	3	80
Nets, Supplies		14	8	4	28	4	6		10	8	82
Oils, Grease		408	739	742	1,434	1,153	1,167	36		5	5,764
Oil, Refined		103	72	116	108	97	136	172	92		896
Paints			6	8	2	6	9	12	7		50
Paper and Labels		12	11	14	10	20	5				72
Potatoes		8		34		15		26	22	22	127
Rice								61		8	69
Rope, Twine		6	11	8	7	8	4	2	1		47
Sails, Tents			1							1	2
Salt		60	63	27	1	130	47	75	1	1	405
Soap		1			20		2	3		1	27
Sugar		9	10	19	21	32	35	48	12	12	198
Tan Bark		3	3	2			1				6
Tin Plate		257	162	204							623
Tobacco		1	1	1	1	2	1	1	3	1	12
Wood Mfs.		272			51						323
Wood Ties					2					15	17
TOTALS	2,258	3,301	2,779	3,055	3,691	3,974	3,044	3,071	527	179	25,879

SHIPMENTS BY WATER FROM PORTLAND TO ATLANTIC COAST PORTS, IN SHORT TONS
FOR THE 10-YEAR PERIOD—1922 to 1931, Inclusive

COMMODITY	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	TOTALS
Apples, Fresh	1,425	195	145	20	26					83	1,894
Balsam Fir	26	32	15	25	53	68	61	30	45	38	393
Beef Casings	21	16	23	31	10	56					157
Bones				29							29
Burlap Bags			178	47	163	32	12	10	11	13	466
Beans		10		20							30
Canned Goods	13,618	12,565	12,903	13,156	18,838	22,296	31,855	33,039	33,457	29,179	220,906
Cascara Bark	430	287	270	183	419	167	36	78	60	82	2,012
Cocoanut Oil				53	63						63
Copper			16,517	15,934	11,238	6,376	5,719	8,262	4,808	1,001	69,855
Cotton in Bond			187	428	55						670
Cross Arms	731	1,342	976	242	96	371	246				4,004
Doors	4,961	7,230	4,361	5,968	4,739	5,330	5,089	5,007	3,180	4,084	49,949
Eggs		130									130
Flax		50					9	12			71
Flax Fiber		1,746		26	39	1	15	26	109	33	1,995
Flour	2,492	8,011	13,156	27,933	32,526	21,510	37,292	34,823	29,198	34,041	240,982
Food, Animal		260	70								966
Fruit, Frozen		272	84	91	136	55	85	23	60	69	330
Fruit Juice	69										944
Furniture	7	1	38	63	45	142	335	182	159	117	1,089
Fertilizer		317	502								819
Glue		56									56
Glycerine			100	49	22	22		62	68	33	356
Grape Root	19	49	25	31	32	14	3	21	13	3	210
Hair		169	19	39	12	23	16	23	25	9	335
Hardware	32	181	55	81	153	69	74	37	61	65	808
Hay	14	136	1,618	187					926	116	1,724
Hemp			1,138	737	38	119	928				2,960
Hemp in Bond			10,462	7,755	3,221	5,160	1,501				28,099
Hides	2,312	1,981	1,940	2,118	4,330	3,386	2,817	3,008	3,298	3,141	28,331
Hops	108	856	234	367	300	190	136	145	315	546	3,197
Horse Hair	62										62
Infusorial Earth	1,293	1,617	839	938	340	374	356	255	275	185	6,472
Iron, Steel				1,175	294	206	61	89	121	286	2,232
Lard			275								275
Lead	1,165	2,504	1,084		2,628	1,869	255	908	8,112	12,123	30,648
Lumber	42,751	95,382	202,079	254,194	243,812	174,274	286,736	284,736	229,409	250,280	2,063,543
Machinery	90	135	163	306	687	501	332	1,171	384	540	4,309
Manganese Ore			1,140	2,875							4,015
Meal			218								218
Meats			1								1
Merchandise	2,075	3,036	1,081	1,750	1,905	2,277	3,606	4,118	3,776	3,287	26,911
Merchandise in Bond			1,009	3,955	533	1,076	2,381	1,603	420	1,047	12,024
Milk Powder				96	135	235	65	308	288	146	1,273
Milk, Canned	358	109				60	330	10		107	974
Millfeed		120	30	113	50	73	177	50	10	338	961
Mohair	334	226	337	259	196	339	399	213	234	143	2,680
Neatsfoot Oil										17	17
Oats...									226	144	370
Onions										363	363
Paint				36	16	65	13	16	27	53	226
Paper	45	169	909	5,667	5,545	13,574	18,994	20,347	24,836	30,311	120,397
Pears, Fresh	21										21
Peppermint Oil						10	34	25	2	26	97
Pickles	318	529	681	943	915	658	1,691	700	1,254	2,220	9,909
Pitch	8										8
Potatoes							18				18
Poultry		52									52
Prunes, Dried	10,289	9,018	15,647	11,381	10,126	9,611	7,391	5,283	11,354	6,741	96,841
Other Fruit, Dried	25		194	33	33	181	314	123	106	250	1,259
Quicksilver										67	67
Rope					71	136	268	519	745	511	2,250
Rubber Scrap	45	178	131	552	369	208	204	70	72	72	1,901
Salmon	2,956	1,696	3,200	2,680	2,438	1,640	1,595	1,166	986	612	18,969
Sauer Kraut		33									33
Sausage Casings							68	84	10	30	192
Seeds	300	1,394	978	551	1,776	2,664	3,207	3,389	3,652	4,706	22,617
Shingles	780	1,275	303	936	685		760	71	21	63	4,894
Soap			23	53	2	96	42	16	11	2	245
Staves, Heads	777	2,650	2,977	2,708	2,709	4,939	5,280	6,496	4,347	2,867	35,750
Tallow	208	172	494	335	30	785	422	569	317	536	3,868
Vinegar							28			75	103
Walnuts			34	67							101
Wheat		1,400	6,845	600	1,495	833	8,455	3,035	1,015	515	24,193
Wood Mfs.	42	160	151	89	185	874	887	440	221	394	3,443
Woodpulp				273	112	199	2,939	312	875	763	5,473
Wool	11,786	7,466	7,414	6,265	10,235	11,887	9,422	9,008	14,175	15,646	103,304
Wool in Bond			2,304	2,136	118	806	1,916				7,280
Woolen Goods	52	125	54	134	105	75	78	185	222	225	1,255
Zinc			336								336
TOTALS	102,045	165,338	315,947	376,713	364,099	295,912	444,953	429,378	383,296	409,310	3,286,991

FUTURE PROBLEMS

Various questions concerning the future work of the Port of Portland have suggested themselves as your committee has made its studies. These will now be considered briefly.

1. Should efforts be made at this time by the community to secure a program for increasing the depth of the Columbia River beyond 35 feet? The project depths have gradually been increased from 20 feet to 35 feet to meet the demands of the shipping interests. It has been assumed by many that the depth should be further increased. The usual limit of draft for loaded boats coming into the Portland harbor is about 31 feet. It has been estimated by the army engineers that fully one-half of the commerce is moved in vessels which require a depth of 30 feet or more for their accommodation.

The ocean going vessels visiting Portland in 1930 and 1931 were of the following drafts:

Draft	INBOUND		OUTBOUND	
	1930	1931	1930	1931
30 to 31	1	50	3	1
28 to 30	46	50	40	31
26 to 28	101	91	155	155
24 to 26	144	160	236	276
22 to 24	163	204	235	189
20 to 22	262	299	218	247
18 to 20	324	291	303	554
16 to 18	315	557	305	372
14 to 16	363	325	309	129
12 to 14	211	84	155	24
10 to 12	54	8	29	1
Totals	1,984	1,979	1,988	1,979

In view of the water depth in other ports visited by ships coming to Portland it would appear that the present channel project of 35 feet depth and five hundred feet width would be satisfactory for some time to come and that the completion and maintenance of the present project is all that will be necessary in the near future.

Requirements Are Excessive

2. Are the requirements for local co-operation made by the federal government for providing the main channel from Portland to the sea equitable?

It appears to your committee that the federal government has not accepted its full responsibility in the development of the local improvements, and that Portland should immediately be relieved of all co-operation in the dredging and maintenance of the main channel. In fact the contributions of the Port of Portland taxpayers have been so out of proportion to those made by other major ports that it might well be contended that they should be reimbursed to some extent by the federal government.

Relief Should Be Sought

Your committee suggests that the Port of Portland commission should immediately demand relief from any formal co-operation for the building and maintenance of the main channel and that the commission should offer to turn over to the federal government all of its dredging equipment with proper safeguards to

insure that it be kept available for work in the Columbia and Willamette rivers.

The fact that in the past it has been difficult for Portland to get even a meager and inadequate allowance from the Rivers and Harbors Appropriation by Congress, and that the Engineer Corps has not always been sympathetic to our requirements need no longer handicap us. For years the Columbia River bar was an effective argument to Portland being a major world port. The bar is gone. Thirty years has seen the population of the three Pacific Coast States more than treble. Panama Canal has revolutionized our shipping relations with the populous East Coast. The Commerce of the Pacific has grown by leaps and bounds. Portland is now one of the great shipping centers of the country. It can make an especially strong appeal for farmer state support by reason of its rail rate differential helping wheat and other produce from Utah, Idaho, Montana, Oregon and Washington. Besides all this the present disturbed condition across the Pacific give us arguments for national defense which are unanswerable.

At the same time it would appear to be wise for this port to maintain a port authority of sufficient power to jump into any situation for the protection of Portland shipping interests that might arise either by reason of future neglect of the federal government or any other reasons.

3. Is it necessary or desirable that the Port of Portland should continue to have such broad taxing and bonding powers?

The largest item of expense borne by the Port of Portland in the past should soon be taken over by the federal government. As the commerce of the port increases it should become possible for the other activities of the port to be placed upon a self-supporting basis. It does not appear that there are any extensive developments in sight which require the taxing and bonding powers now exercised by the commission. Whenever the federal government takes over entire responsibility for main channel dredging, these powers should be sharply limited.

Need For Two Bodies Questioned

4. Is it necessary or desirable to maintain two port authorities to serve the shipping interests of Portland?

In addition to the Port of Portland, the shipping interests of this port also have serving them the Dock Commission, which is part of the Portland municipal government. The Dock Commission was created in 1910 for the purpose of building and maintaining docks adequately to serve commerce which was available for Portland. Like the port, it was set up to secure certain facilities which could not be secured through other than local governmental action at that time. The Dock Commission has constructed and operated terminals number 1, 2, and 4, as well as grain elevators at terminal number 4. Terminal number 3 was taken

over when St. Johns was annexed to Portland. It would have been logical in 1910 to have had the Port of Portland construct and operate the docks which were necessary at that time, but because of certain local political conditions, this was not considered feasible and a new commission was organized. Your committee has been impressed with the fact, as it has studied port authorities in this country and throughout the world, that there is no other major port in the world which has two public bodies to serve the shipping interests, and this has naturally lead to the question of whether two bodies are required in Portland.

Efforts to secure the consolidation of the Port of Portland and the Dock Commission have been made in the past. A measure providing for such consolidation was placed on the ballot by initiative petition in 1920. Although receiving a favorable vote in Multnomah County this measure was defeated in the state as a whole. At the same election of November 2, 1920, a city charter amendment authorizing the City Council, upon approval of the Dock Commission, to transfer substantially all of the Dock Commission property to the Port of Portland, was approved by the voters of Portland. The 1921 legislature then enacted a measure authorizing the Port of Portland Commission to acquire and operate the Dock Commission properties. After some negotiations, the Dock Commission on July 13, 1922, passed a resolution opposing consolidation and on July 27 similar action was taken by the City Council. The charter amendment became void on January 1, 1923.

Every effort should be made by the local community to have the federal government assume its proper responsibility toward the channel improvements for the local port. With that task accomplished, there would remain no necessity for maintaining the overhead of two organizations, one to construct and maintain docks, the other to construct and maintain an air port, a towage service, dry docks and local harbor dredging. Meantime, any proposals made for the consolidation of these two bodies should be carefully studied by the City Club to see that the interests of the port and of the public are properly safeguarded.

Sponsoring Body Needed

5. Precedents set at the election this fall may determine the type of men who will in the future serve on the Port of Portland Commission. It is important that well qualified men should offer themselves as candidates for the commission this fall and in the future. Since there is often a reluctance upon the part of some well qualified men to offer themselves for any elective position, your committee suggests that a civic committee should be organized in the near future to nominate and endorse candidates for the commission. This committee should include representatives from various civic, commercial and maritime groups, and should assume responsibility for sponsoring or endorsing one candidate for each vacancy.

ACKNOWLEDGEMENTS

Acknowledgment is hereby given to those City Club members who have served on subcommittees to gather the facts for various portions of this report. Without their assistance and counsel it would have been impossible for your committee to survey the mass of material from which this report has been compiled. The following Club members served on these subcommittees: Clarence D. Phillips, R. E. Giger, Edward A. Boyrie, Dr. Clark G. Black, L. K. Hodges, Raymond B. Wilcox, O. C. Roehr, William B. Adams, Stanley D. Chapin, Richard R. Morris, R. L. Collins, and L. Brooks Ragen.

This committee would also acknowledge the co-operation of the Port of Portland Commission and its staff, the Dock Commission and its staff, the Merchants Exchange, The Powell Shipping Company, the Army Engineers, and the engineers of the ports throughout the country in preparing information desired for this study.

RECOMMENDATIONS

As a result of its study your committee believes that the City Club should make efforts to secure the adoption of the following recommendations:

1. That every effort be exerted in Congress and upon the U. S. Army Engineers to have the U. S. Government assume responsibility for dredging and maintaining the channel from the inner harbor of Portland to the sea.

2. That the Port of Portland should offer to turn over to the Federal Government all of its dredging equipment with proper safeguards to insure that it be kept available for work in the Columbia and Willamette rivers.

3. That steps be taken to secure reimbursement from the Federal Government of excess funds spent by the Port of Portland for main channel dredging.

4. That, whenever the Federal Government takes over the main channel dredging of that portion of the Willamette river utilized by ocean going vessels and from there to the sea, legislation be enacted limiting the taxing and bonding powers of the Port of Portland.

5. That, at such time, the State Legislature and City Council take steps to secure a consolidation of the Port of Portland and the Dock Commission activities.

6. That a civic committee to nominate and endorse candidates for the Port of Portland Commission be organized immediately.

Respectfully submitted,

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Approved by George W. Friede, chairman of the Port Development and Public Utilities Section.

Accepted by the Board of Governors and ordered printed and submitted to the membership of the City Club for consideration and action on September 2, 1932.