

from the city, are extensive deposits of an excellent quality of coal, which will supply a large traffic for the road as soon as reached. This coal can be placed on the Portland market cheaper than any now reaching it from other points.

It is expected to make Vancouver a shipping port of considerable importance. Coal, lumber, fruit and grain will furnish cargoes for a great many vessels and cars when the railroad is completed. A bar in the river, between the city and the mouth of the Willamette, now prevents deep sea vessels from reaching the docks, but competent engineers estimate that a good channel can be cut through it at an expense not to exceed \$4,000.00, and as soon as they are prepared to use it, this will be done. If the government appropriations for the improvement of the Columbia can not be made available for this purpose, the citizens will do the work at their own expense. Even now there is a channel of from sixteen to twenty feet during seven months of the year, which will soon be utilized for shipping lumber to San Francisco on coasting schooners.

Of course, the first industry to profit by the railroad is that of lumbering. There are now three saw mills, cutting a total of sixty-five thousand feet of lumber daily, and P. C. Macfarlane, of Vancouver, and Charles L. Gray and others, of Ewart, Michigan, have organized a stock company for the construction of a mill to cut seventy-five thousand feet a day. Mr. Macfarlane and others are constructing a huge floating dock, and will handle the cut of all the mills for shipment. The dock will have six tracks, each one accommodating two cars. Arrangements have been made with the O. R. & N. Co. to transport these cars on barges to their road at Portland, six being taken at a load. In this way they can handle two hundred thousand feet of lumber daily, eighteen cars being in constant use. An effort is being made to have a third rail laid on the narrow gauge road just completed from Portland to the Columbia opposite Vancouver. If this were done, cars could be taken on barges across the river and put on the track. This arrangement would be valuable for the fruit shippers, also. Lumber will also be shipped by vessel to San Francisco and other ports.

In other respects Vancouver is making progress. It has a bank, the First National, with a capital stock of \$50,000.00, and another, the Vancouver Commercial,

has just been organized with a capital stock of \$30,000.00, with half the stock taken in Portland. The Vancouver Electric Light and Power Company has been incorporated, with a capital stock of \$15,000.00, to supply both arc and incandescent lights for street and private use. Efforts are now being made to secure a contract with the government for supplying twelve arc lights for the military post, and as soon as this is successful the system will be placed in operation.

In the tributary country the dairying and fruit interests are very large. Six factories, three butter and three cheese, are already established, using milk supplied by a large number of farmers. Within five miles of Vancouver, two hundred and fifty acres of fruit trees have been set out in the past five years, making a total fruit acreage of more than three hundred acres. More land is constantly being cleared for this purpose, and the rate of increase in acreage will be sustained for a number of years. More attention is being paid to prunes than any other crop, though Bartlett pears and Royal Ann and Black Republican cherries are being set out in large quantities. One hundred tons of dried prunes were prepared for market this season by eight dryers. Preparations are being made to ship fruit in car-load lots, which can easily be done with the railroad conveniences previously referred to. Peaches will soon be an important crop, as great numbers of trees are being set out, chiefly of the Hale, Crawford and Alexander varieties. A gentleman from the east is looking into the question of establishing a cannery, which will have no difficulty in procuring an adequate supply of fruit.

Fruit lands within five miles of the city are worth from \$25.00 to \$50.00 in their native state, being high land covered with fir timber. No government land can be had except in the foothills of the Cascades, where it is rough and heavily timbered. Unimproved lands within from five to twenty miles of Vancouver can be bought for \$5.00 to \$10.00 per acre. Good dairy ranches are worth \$30.00 to \$50.00, and five-year fruit orchards \$1,000.00 per acre, though none of the latter are for sale. Partially improved farms can be bought at from \$15.00 to \$20.00 per acre. Many immigrants are coming in and improving the wild lands, and there are plenty of opportunities for industrious men with but small capital to make good homes.