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most. Apples, prunes, pears and cherries may be classed in the line of specialties for this section, but large quantities of the finest peaches, apricots and grapes are produced. Those acquainted with the fruit business declare that there is practically no limit to its expansion in this heart of the Willamette valley. The large evaporator at Salem last year, its first season, dried twenty-five thousand bushels of apples and thirty-five hundred bushels of prunes, while operating in a sort of experimental fashion. A ready market was found for this product, for the apples in our home markets and for the prunes in the east. This institution will be operated to its full capacity next season, and the proprietors contemplate the erection of a large cannery to run in connection with it. The people of this locality are thoroughly alive to the advantages the fruit business holds for them, and are actively engaged in it. Its development must be rapid.

The convenient water power and shipping facilities make Salem a good location for flouring mills, and the supply of wheat produced in the tributary country is much larger than the facilities for manufacturing it. Vast quantities of wheat are marketed by team by the farmers, and the river offers a cheap and reliable means of transportation for the grain cannot delivered in that way. The Southern Pacific railway has a spur running through the city and along the docks, so that transferring freight to or from the mills is inexpensive. Three railway companies compete for the transportation business—the Southern Pacific, the Oregon Pacific and the Oregon Railway & Navigation companies, the latter two running boat lines on the Willamette to connect with their roads at Albany and Portland respectively. The best market for the large mills is found in foreign countries, and most of their product is sent abroad to the antipodes. During the past season there has been a good deal of inquiry about mills to grind corn and buckwheat, and this demand will increase.

There is a considerable area of rough land in the foothills of the mountain ranges confining the Willamette valley, that can never be used for agricultural purposes to better advantage than by pasturing, and a favorite stock for this land in this country is sheep. Sheep will flourish where even cattle can not live, because they feed much closer and can climb about rocky places where cattle can not go. So, no matter how fully the agricultural resources of this region are developed, there will always be room for the sheep, and the flocks here produce the finest quality of wool. The erection of a woolen factory here would greatly stimulate wool production and the conditions are favorable to make it a profitable business.

There are large quantities of valuable timber tributary to Salem. Along the branches of the Willamette

there are forests of fir that can easily be obtained for manufacturing purposes, and in the immediate vicinity of the city there is a good deal of hard wood, such as oak, maple, ash, etc., along the river and creek bottoms and throughout the adjacent country. Furniture and farm implements could be manufactured to advantage at Salem, and the local market would consume all that could be produced. For all these industries the supply of raw materials is easily obtained, the power for operating plenty and cheap, and the market unfailing. Numerous other manufacturing enterprises could be established that would add an impetus to the development of the country and prove profitable to their proprietors. Wagon and carriage factories, creameries and cheese factories, pottery, brick, tile and cement works, and stove foundries are some of these, and the degree of success with which they would meet would only be limited by the manner in which the business was conducted.

The condition of the municipality of Salem is such as to make it a promising business place, as well as a desirable home. The city is not burdened with any oppressive debt, and the taxation is very low. On a taxable valuation of \$1,613,000.00 for 1888, the combined assessment for school, city, county and state purposes was only three per cent. This would be a very respectable rate if the taxable valuation were the full value of the property. But all who are acquainted with Oregon assessments know that the assessed valuation of property averages less than forty per cent of the actual value. This would be equivalent to a rate of one and two-fifths per cent. on the actual value of taxable property in Salem. With even this low tax municipal improvements are kept up and an enterprising policy pursued by the city government. The city has nearly twelve miles of graded streets and about sixteen miles of good sidewalks. It has about one and one-fourth miles of vitrified terra cotta sewer, and the streets of the town are lighted by twenty-five arc electric lights, besides the incandescent electric and gas lights. The water supply for the city is obtained from the Willamette river a short distance above the city, and there are two entirely distinct pumping plants, one operated by water power and one by steam, so that in case of any misfortune to one the other will be available for service. Each of these plants is capable of pumping two million gallons of water daily, which is twice as much as is consumed. There are thirty-six street hydrants and five cisterns for fire protection. The water works have between nine and ten miles of mains, and they afford ample service at reasonable rates. The city's fire department consists of three engine and hose companies and a hook and ladder company, and the corporation owns its own engine houses.