

A few months ago a street railway company was organized in Salem, by a number of the capitalists of the city, and active operations were at once commenced on the enterprise. A franchise was secured and now nearly a mile and a half is graded, the track laid on a considerable portion of it and the cars are in operation. This enterprise is justified by the prospects of rapid advancement which late events have shaped for Salem, and others are in contemplation, among which may be mentioned a large ice factory, to be erected the current year, and a railroad to Astoria, to investigate which a committee was recently appointed by the board of trade. Construction has already begun on the Astoria end of the road to extend across the country and connect with some transcontinental line to the southeast, and there is no more suitable junction for such a road than Salem. The transportation business of the Capital City is now important, as the figures for the past year indicate. The three transportation companies doing business in Salem delivered in the city during 1888 about nineteen thousand tons of freight, and forwarded from the city eighteen thousand tons.

Salem has fine banking institutions, two of which are national banks, with capital aggregating \$135,000.00, and the remainder private banks, with an estimated capital of \$250,000.00. The deposits aggregate over half a million dollars. All the banks are in a flourishing condition, and doing a constantly increasing business. The banking business of a town is a very reliable index of the volume of business transacted, and in this respect Salem certainly makes a good showing.

The express business of Salem for 1888 was about one-fourth greater than for any previous year. The postoffice business experienced a similar increase, though the volume was great enough to secure a free delivery system two or three years ago. All lines of industry have been unusually active during the past year, and the prospect surely warrants the preparations which are being made for the future.

The publications of Salem consist of two daily newspapers, each of which issues a weekly edition, and a monthly periodical, *The Sign*, published by the deaf mute school. The *Statesman* is the oldest publication, having been established in 1851. The *Capital Journal* is a newer paper devoted to local interests. The daily edition is a six column folio—four pages—and the weekly paper just twice as large. It is ably conducted and reflects the enterprising spirit of the town. The present manager, Mr. Irvine, has instituted many improvements and is pushing it forward in the front rank of Oregon journalism.

There are some rich mines tributary to Salem, the gold and silver mines of the Santiam. Since the dis-

covery of precious metals on the Santiam there has been a good deal of fitful work in an attempt to develop paying property, but it must be confessed that there has been no determined effort to ascertain the exact extent of the mineral deposit. Said an old mining engineer recently, who had spent years in the best mines of California and Nevada: "I don't see why there may not be developed rich gold and silver mines in the Cascade mountains in Oregon. I have no doubt that the minerals exist in large quantities. The trouble is that those who have undertaken mining operations in the Cascades have pursued the work in a half-hearted sort of way and have failed to secure results. I think it will not be long before large quantities of the precious metals will be obtained from the mines in the Cascade range. The Cascades and the Sierra Nevadas are the same general range of mountains, having different local names, and I see no reason why the northern part of the chain should not produce as remarkable results as have been secured in the Sierras." The heaviest mining company in the Santiam country has headquarters in Salem, and it is gratifying to note that preparations are being made for more vigorous work in the mines than has ever before been prosecuted.

The country surrounding and directly tributary to Salem is one of the richest portions of that garden of Oregon, the valley of the Willamette. Marion county on the east side of the Willamette, and Polk county on the west side, include a strip of remarkably fertile soil, extending across the valley from the crest of the Cascades to the top of the Coast mountains. Marion county includes about nine hundred thousand acres of land, and Polk county about two-thirds as much. In the center of this tract of country Salem is so situated that it commands patronage from both sides of the river, and, indeed, for a considerable distance up and down the stream. Salem was one of the earliest settled cities in Oregon, and its location was so well selected that it has had a steady growth from its beginning. Of course, the advantage of being the state capital is considerable, but there has never been a time when all the influences for a rapid industrial development and commercial growth have been so favorable as at present. Money is proverbially cautious, and the fact that capital is flowing to Salem is a pretty good indication that it is assured of a prosperous time.

One of the potent factors in the prosperity of Salem is its board of trade. Being alive to the demands of capital seeking investment and people seeking homes, it has done much to set forth the advantages of this section of the Pacific coast, and to distribute the information among those who desired it. It is composed of experienced business men, who encour-