

ette and a few miles up that stream, from which has grown the great city of Portland. Until the complete withdrawal of the great fur company from this region, the same causes which had operated to make its headquarters the great center of this section retarded its growth as a general commercial point, and this condition of affairs was maintained so long that Portland, occupying a far inferior position in every respect, attained such a growth and such a hold upon the business of the country that all hope of supplanting it was vain. To this fact, and the further one that the conflicting claims of the fur company, the Catholic missionaries and the military authorities clouded the title of the best portion of the town site for many years, is due to the fact that the metropolis of this region is located on the Willamette instead of the Columbia. Happily, now, the question of title is set at rest, and nothing remains to interfere with the growth of the town, which still possesses advantages to make it a commercial point second only to Portland, in the lower valley of the Columbia and Willamette. Brief attention is called to these advantages and to the means being employed to utilize them.

Sea going vessels of deep draught can reach this point cheaper and quicker than they can ascend the Willamette to Portland. Between the mouth of the latter stream and the docks at Vancouver there is but one bar, through which a channel can be maintained at greatly less expense than it now costs to keep one open to Portland from the same point. The opening of this channel, now closed for lack of use, could be made for less money than is annually expended to maintain the other in navigable condition. During seven months of the year there is now a channel from sixteen to twenty feet deep, and at an expense of \$4,000.00 one can be made that will permit an unobstructed passage of the deepest draft vessels that enter the Columbia. This channel will be made as soon as developments now in progress have reached such a stage as to render it desirable. The business men are taking steps to make this a port for general commerce, and as soon as these plans have matured, the channel will be opened and kept free for the passage of vessels. The cost will be nothing when compared with the benefits to be derived, and if the government appropriations can not be utilized for the purpose, then it will be accomplished by private enterprise. Many an ocean craft has rested at the docks of Vancouver in the past, and it will not be long before others will follow. In fact, the lighter draft vessels used in the lumber trade will soon be a common sight, as the extensive lumber enterprises now being founded there will engage largely in supplying lumber for foreign markets.

The most important enterprise now on foot in

preparation for the new era spoken of is that of the Vancouver, Klickitat & Yakima railroad. More than a year ago this project received its inception, but the usual delays encountered by such enterprises held it back, so that until last fall no progress beyond a general reconnoissance of the route had been made. At that time the citizens decided upon an aggressive policy, and subscribed \$60,000.00 for the construction of ten miles of track leading into the timber and agricultural lands lying to the northeast of the city. Work was at once begun, and five miles are now completed and in operation, while the second five miles have so far progressed that they will be finished within a few weeks. The company has now on the road one engine and sixteen cars, and more rolling stock has been ordered. Using the first section as a basis of credit, money will be raised for the immediate extension of the line to Lewis river, and render that rich agricultural region tributary to Vancouver. This will be accomplished by the end of the current year. The next objective point is the extensive deposits of excellent coal lying on the proposed line of the road sixty miles from the city, the nearest accessible coal to the Portland market. This will be reached in another year, and will of itself supply business enough to support the road. The ultimate object is to cross the mountains through the Klickitat pass and traverse the extensive stock and agricultural region lying east of the Cascades, making connection with the Northern Pacific, or some other transcontinental route, in the vicinity of the Columbia or Yakima rivers. By this line Vancouver would not only become a shipping point for a large area of country, but it would be a terminal point of a through route on a par with Portland, Tacoma, Seattle and other northwestern ports. It can not be doubted that the projects of this company will be fully realized within a very few years, by which time Vancouver will have increased largely in size and business importance under the influence of the causes already at work.

For a time the chief business of the road will be the transportation of logs from the magnificent timber district through which it runs, to the mills at Vancouver. Two hundred thousand feet of logs will be brought in daily, which will be used by four saw mills, three of which are now in operation, and the fourth, and largest, will soon be ready for business. The capacity of the road for the delivery of logs is practically unlimited, and as it will take years of the most extensive operations to exhaust the accessible forests, it needs no prophet to predict that lumbering operations at this point will increase greatly in magnitude in the next few years. A huge floating dock will be one of the conveniences for handling the product of the saw mills. This will contain six tracks,