

each accommodating two cars. Barges will be used for conveying the cars to the various lines of railroad centering in Portland, or for ferrying them across the river to the terminus of the Portland and Vancouver road. By this means the mills will be prepared to ship lumber by the car load to any point reached from Portland direct. When the V. K. & Y. road is completed across the mountains they will also have a railroad outlet to the markets in that direction. Lumber will also be loaded here for San Francisco and other coast markets, as well as for foreign ports, and there is no reason why those points can not be supplied from this place as well as from any mill site on the Columbia river.

Manufacturing forms a considerable portion of the business of the city. Four saw mills are a good foundation to build upon, though other enterprises are already established, consisting of a sash and door factory, a flouring mill, an artificial stone factory, two brick yards, a brewery, an ice factory, machine shop, cabinet shop, and various smaller industries. A large furniture and box factory is under discussion and is one of the probabilities of the near future. Other industries would thrive at this point, especially canning and fruit drying, a barrel, tub and pail factory, a tannery and a woolen mill, the last two more especially when the road is completed across the mountains to the bunch grass country.

Mention of fruit preserving industries is not lightly made, for Clarke county is rapidly taking a commanding position in both the quantity and quality of the fruit it produces. Apples of all varieties, pears from the earliest to the latest, cherries, plums and prunes are the kinds of fruit the soil and climate are best adapted to, and in size, flavor and general quality are second to none produced anywhere in the world. Grapes, peaches, apricots, etc., also do well, but are not of the superior excellence of the other fruits named. The celebrated Bartlett pear, known in the east as the "California" pear, reaches here a flavor and perfection superior to the best product of California. As the new orchards come into better bearing condition, Bartlett pears will be shipped from Vancouver by the car load. Plums, especially the Peach and Yellow Egg varieties, reach great size and perfection, and will form no small portion of fruit shipments. The same may be said of the Royal Ann and Black Republican cherries, whose large size and firmness render them especially valuable for shipment to distant markets. It is, however, in the prune that the fruit raiser finds his most profitable business. Experience has demonstrated that in Oregon and Washington, west of the Cascade mountains, the prune reaches a perfection in size, flavor and firmness that is unequalled anywhere else in the world. Even

in the section named, some portions produce fruit superior to that of others, and in this respect Clarke county stands in the front rank. Only twelve years have passed since the first experimental trees were set out, and less than half that period since the result of the experiment became known, or the building of railroad lines made the industry a practicable one. Since that time many orchards have been set out, containing from one hundred to five hundred prune trees, which are now just coming into good bearing condition, several orchardists last year having harvested three tons of fruit per acre. The prune acreage is now being largely increased and in a few years, when the trees now being planted shall have arrived at good bearing condition, the fruit crop in the vicinity of Vancouver will be a very large and valuable one. Last year eight fruit dryers prepared one hundred tons of dried prunes for market, a quantity which will be exceeded the present season. Shipments of fruit in car load lots will also be a feature of the business. Pears, plums and cherries will be supplied in great quantities for this purpose, as the number of trees is being largely increased by all growers. Cars can be loaded at Vancouver and ferried to Portland the same as the lumber cars, and when the railroad across the mountains is completed a direct eastern route will be open. Fruit drying on a large scale, as well as canning of both vegetables and fruit, will necessarily become an adjunct of the industry at this point.

Not only fruit, but agricultural products of all kinds find special advantages in Clarke county. Near Vancouver, and in the Lewis river region, soon to be penetrated by the railroad, are to be found some of the best farms in the northwest. The country as a whole is densely covered with fine timber, and the process of bringing it into a cultivable condition is necessarily a slow one. In one respect this has been advantageous, in that it has operated to prevent "bonanza farming" and the acquisition of large tracts. On the contrary, farms are from eighty to one hundred and sixty acres in extent, thus supporting a larger population in proportion to the area cultivated than is the case in the prairie districts, where large tracts are owned by individuals or companies. The building of the V. K. & Y. road will aid in the work of bringing the land under cultivation, and it will enable settlers to do clearing to a better advantage and at less expense, as well as supply a means for them to reach market with the products of their land. Every acre of land denuded of its timber for lumber is also an acre rendered valuable for agriculture. This fact renders the more speedy development of the county's resources certain. Settlers who are looking for timbered agricultural lands will do well to examine the