

cilities, rendered so by an obstructed channel, are producing and shipping annually 80,000,000 feet of lumber. That by reason of existing obstructions in the channel of Gray's harbor and the Chehalis river, deep draft vessels cannot enter, thus necessitating manufacturers to charter only coasters and compelling them to depend solely upon local coast trade, when by the removal of these obstructions nearly one-fourth of all the lumber produced in the state of Washington, which by careful estimate will load one hundred and twenty thousand ships each carrying one million feet, will find a market in every seaport of the known world. That, owing to the fact that the Pacific coast affords but comparatively few harbors and shipping ports, the geographical location of Gray's harbor presents a prominent position for an important maritime port, which with an adequate appropriation and expenditure of public money will complete what nature has provided, a harbor for the commerce of nations. With all these facts in view and the rapid development of the state of Washington with its untold wealth in lumber, mineral and agricultural resources, we respectfully ask you to secure the appropriation of the sum of one million dollars for the improvement of Gray's harbor and the Chehalis river.

VANCOUVER, WASH.—1889-1890.

With the dawn of the new year naturally comes the review of the old, a retrospect that in larger cities than ours runs into columns and pages of special newspaper editions, and although Vancouver is not yet ripe for such displays, it has much to its credit. The past year has seen a flattering increase of its population, enterprise, industries and wealth, and facilities for increase of business. The population has increased at least one thousand, judging by the additional houses occupied during the year, and the increase is of working people as well as including a number of capitalists and manufacturers. Some of the moneyed men of Vancouver have joined hands with new men in the establishment of mills and factories and brick yards. New additions have been laid out and improved. The street railroad was planned, built and put in operation. The municipality established and operated electric light works, and is making further improvements therein. Our lumbermen put in force the logging operations of the V. K. & Y. Ry., have built two new mills and improved others already built, so that the Vancouver output of lumber is now an item worth mentioning in the commercial lists of the Columbia river country. The output of every mill, factory, brick yard and orchard has been increased largely over the previous year, so that 1889 may be set down as the most active and successful in Clarke county. Building operations have been carried on with great activity since May. The fire of June 22nd gave a new start to the erection of brick business blocks on Main street, and there are now nearing completion nine handsome brick stores, while a four-story hotel, 100 x 100 feet, is in process of erection. Several fine residences have been completed and others are now being finished, some of which would be a credit to Portland even. The number of dwellings erected in all parts of the city and new additions is not far from 100, and all are occupied. There are no houses to rent, and more are wanted.

The total product of our lumber mills for 1889 foots up about 12,000,000 feet for shipment, besides home consumption. Our brick yards have turned out 3,000,000 brick, some of which have been shipped to Astoria, Gray's harbor and Puget sound, but more of them used at home. The prune orchards of this vicinity have produced about 100 tons, or 200,000 pounds of dried fruit, while the product of the whole county would add considerably more. The increase of freight shipments from Vancouver compelled the O. R. & N. Co. to rent docks, employ

an agent and send barges with cars to carry away our products. This is alone an item of considerable advancement. All these operations of industry have added to our wealth as a community, which is evidenced by increased activity in all branches, the well-doing of two banks and the constant employment of our laboring population. Our schools, both public and private, have been compelled, by great increase of attendance, to enlarge their facilities in space and number of teachers, have been more efficient, and are a crowning evidence of the prosperity of the city. So great has been the improvement that our neighbors see and acknowledge it in various ways, more particularly by coming here and investing in real estate. The movements of real estate for the year have been very extensive, though not partaking of a boom order. Four additions to the city, one nearly half as large as the city proper, have been laid off and improved, hundreds of lots sold and many houses built upon them. Vancouver heights addition has not only had its streets cleared, but water works have been established, pumping machinery put in and water pipes laid, which gives its realty a practical home value.

All these things make Vancouver people believe that our city is on the road of real progress and prosperity. It is certain that for 1893 our merchants will have a still better trade than last year. The architects tell us there are many plans on hand for new buildings to be erected the coming year, and building will certainly be more active than during the past year. Real estate movements continue and will take on new activity from the building of new railroad lines to Puget sound and Central Washington which will pass through Vancouver, and there is but little doubt that the Columbia will be bridged at this point.

The city authorities are moving actively for the improvement of streets, for establishing sewers, and for an increase of the electric light service. Manufacturing facilities are being increased day by day, and everywhere increased activity is visible in all industries. These things are the foundation for a prediction that 1893 will be a star year for the awakened city of Vancouver.—*Independent*.

EUGENE CITY, OREGON.

The year 1889 has been a prosperous year in Lane county. In Eugene a number of stately business houses have been erected on Willamette street and many dwelling houses have been erected all over town. There has been perhaps a greater number of houses erected than during any other year, and we think the increase in population has been greater. The same is true as to other parts of Lane county. Prices for town lots, which have remained dormant and abnormally low, excepting on Willamette street, from the time the town was laid out up to the present, are now beginning to show signs of waking up all over town. A place on Ninth street, that sold about five years ago for \$375, sold recently for \$3,500, and less than two lots in the eastern part of town, that cost \$200 quite recently, sold a few days ago for \$900. This is only the beginning of activity that has long been delayed by the remote and inaccessible condition of the country. We look for greater advances in prices, greater improvements, and a larger increase in population, during the next ten years—perhaps five years—than have taken place during the thirty-seven years that the town has existed up to the present time. The population, now about 3,000, perhaps a little more, will soon be five, six, eight and ten thousand, and the town will speedily assume the functions of a city—much sooner than anyone can realize. The growth has been so slow in the past that we who have been here from the first are liable to base our calculations for the future on the past. This will not do at all, for the conditions are now all changed. The tide