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ABOUT



Washington Territory

THE
PENNSYLVANIA
OF THE
WEST.



Washington Territory,

THE

PENNSYLVANIA

OF THE WEST.

INTRODUCTORY.

THE completion of the Northern Pacific Railroad, spanning the northwestern portion of the United States between the headwaters of the Mississippi and the most westerly of the Great Lakes and Puget Sound, has developed in Washington Territory a region of such illimitable wealth of soil, iron, coal, and lumber, as fairly entitles it to the name of the "Pennsylvania of the West."

IN A NUT-SHELL.

The following facts and figures, necessarily placed before you in a condensed form, carefully compiled from the most reliable statistics at hand, January 1st, 1889, will bear ample testimony to the truth of the statement that "Washington Territory is infinitely superior, in climate and all the resources which go to make up a great State, to any region of similar extent in its latitude, on earth."

LOCATION AND AREA OF WASHINGTON TERRITORY.

The Territory of Washington occupies the northwestern corner of the United States. It is bounded on the north by British Columbia, east by Idaho, south by Oregon, and west by the Pacific Ocean. It lies between the 46th and 49th parallels of north latitude and the 117th and 125th meridians of longitude west from Greenwich. Its greatest width north and south is 240 miles, its greatest length east and west is 360 miles, and its area in round numbers is 70,000 square miles, or about 45,000,000 acres of land.

PHYSICAL FEATURES.

The Cascade Mountains, which extend through the Territory north and south, divide it into two unequal parts, each part being characterized by a marked dissimilarity in topography, soil, climate, and, to some extent, productions; they are flanked by the Olympic Range, from forty to seventy miles westward. These great mountain chains lend to the entire country a great diversity of feature. Fruitful valleys of varying extent are numerous, each of which is traversed by a stream of more or less importance.

In the classification of lands, it is estimated that 20,000,000 acres are timbered; 10,000,000 acres grain-producing land; 5,000,000 acres rich alluvium, or river bottom, productive of hops, hay, and all kinds of fruits and vegetables; and 10,000,000 acres mineral-bearing and mountainous, in great part timbered also.

RIVERS, HARBORS AND WATER-COURSES.

In the possession of navigable waters, Washington Territory invites comparison with any other section of the United States. Puget Sound, the great inland sea, with its 1,843 miles of shore line within the borders of the Territory, abounds in beautiful islands and bays, and is one unending succession of fine harbors.

There are fifty rivers of more or less importance in the Territory, chief of which are the Columbia, Snake, Clark's Fork, Skagit, Spokane, Cowlitz, Green, Yakima, Snohomish, Snoqualmie, and Chehalis. In fact, one of the chief attractions of the Territory is the abundance of water-courses in all sections, and the fact that no portion of it is far remote from navigable waters. Many of the Washington Territory streams either abound in falls, in their short course from the mountains to the sea, or have such a rapid descent that they afford an easily utilized and almost unlimited water power.

MOUNTAINS AND MOUNTAIN RANGES.

The Cascade Mountains are a continuation of the Sierra Nevadas of California. They extend clear through Oregon and Washington into British Columbia, affording views of such colossal peaks as Mount Tacoma, 14,444 feet high; St. Helen's, 9,750 feet; Baker, 10,700 feet; and Adams, 9,570 feet. Mount Tacoma, with its glaciers and cañons, is a majestic sight, being easily seen on a clear day for hundreds of miles in every direction.

Between the Cascade Range and the Pacific Ocean are the Coast Range, or Olympian Mountains, from 4,000 to 8,000 feet high.

CLIMATE EQUABLE.

The climate of Washington Territory is mild; there is, however, a great dissimilarity in the climate of Washington Territory between those lands lying west of the Cascade Mountains and those east of them.

West of the Cascade Range the winters are rainy rather than cold. The average temperature for spring is 52 degrees; for summer, 67 degrees; for autumn, 53 degrees; and for winter, 38 degrees; showing a mean deviation of only 29 degrees during the year. The winter, or rainy season, begins about the middle of October, often later, and ends about the first of May. At the beginning and end of the wet season the rain is usually in showers, with many intervals of bright weather. Snow sometimes falls, but speedily disappears; thunder-storms are exceedingly rare; hail-storms, hurricanes, earthquakes, and other destructive phenomena, are scarcely known.

From April to October the weather is generally delightful. There are showers from time to time, but vegetation is kept fresh by the night dews, and, occasionally, by morning fogs. July and August are the warmer months, but even in midsummer the nights are always cool and pleasant.

In the eastern section the thermometer is higher in summer, and lower in winter, than in the western section. The rainfall is only half as heavy. From June to September there is no rain, the weather being perfect for harvesting.

The winters are short; snow seldom falls before Christmas; rarely lies more than six or eight weeks, and usually disappears in a few days.

In Eastern Washington Territory, spring begins in February, with warm, pleasant weather, and lasts until the middle of May. At this season rain falls in sufficient quantities to give rise to vegetation and insure good crops. The average temperature is 52 degrees.

Autumn weather in October and November is generally delightful. There is often frost by night, but the days are usually warm and bright. The season is marked by showers, the mercury ranging between 55 degrees and 70 degrees.

The rainfall is considerably less than that of the region west of the Cascades.

AGRICULTURAL PRODUCTIONS.

WHEAT-RAISING.

The wheat product of the Territory for the past year is estimated at over 8,000,000 bushels. In the Palouse and Walla Walla districts the average crop last year was between 35 and 40 bushels per acre. It is claimed that the acreage this year will be increased about one-third. A careful estimate, based on the crop of 1888, places the average yield at 20 bushels per acre for the entire Territory, although 40 and 50 bushels per acre are not unusual instances in the eastern part of the Territory.

HOP CULTURE. It is well known that the hops grown in Washington Territory are, in America, second only to the best produce of the fields in New York, and with respect to certainty of the crop and freedom from insects and diseases so destructive elsewhere. In 1888 the acreage was nearly, if not quite, 4,000 acres, and the aggregate product in bales 40,000.

Already over 33,000 bales of last year's crop have been shipped. The yield during 1888 averaged about 10 bales to the acre.

The prices range from 12 to 22½ cents per lb., or an average of 17 cents.

THE GROWING OF FRUITS AND VEGETABLES.

While fruit-growing is carried on successfully in Western Washington, the most notable success is met with in Eastern Washington. Fruits of delicious aroma and flavor and of remarkable size and beauty are grown, especially apples, pears, apricots, quinces, plums, prunes, peaches, cherries, and grapes, and their culture must prove a great source of profit, the demand for shipment constantly increasing. Strawberries, raspberries, blackberries, gooseberries, and currants of large size and fine flavor are also abundant. Strawberries are often ripe by the 1st of May.

Vegetables of every variety and of the finest quality are produced. Potatoes, onions, cabbages, turnips, squashes, beets, carrots, parsnips, cucumbers, and celery, grow to large size. Melons and tomatoes, however, flourish best in the warmer and dryer atmosphere east of the Cascade Mountains.

STOCK-RAISING.

In climate and water supply Washington Territory offers great advantages to stock-raising. Two-thirds of the area of Eastern Washington, and a large proportion of the open land of the western section are admirably adapted to grazing. Bunch grass abounds everywhere. For grazing, the table-lands and side-hills can not be excelled. They are covered with a luxuriant growth of native bunch grass of most nutritious quality.

Mild winters, light or no snow, and the whole region well watered, are the favoring conditions which constitute Eastern Washington a never-failing, extensive stock range; with speedy and cheap transportation afforded by the Northern Pacific Railroad, these plains will, in a great measure, furnish Eastern markets. The reputation of Walla Walla horses, their cheapness in the valley, their high prices abroad as racers, roadsters and draft horses, are well known.

Sheep succeed throughout the Territory, better than in the East. Inferior breeds average five pounds of wool per annum, the finer stock producing as good returns as in the most favored localities.

The breeding of horses is also growing to be an important industry, but is as yet in its infancy.

The production of pork is exceedingly profitable. There is no country in the world where hogs are more healthy or can be more profitably raised than in Washington Territory.

DAIRYING.

It is estimated that 600,000 pounds of butter and cheese are annually imported into Washington Territory. With a short, mild winter, a long, cool pasture season, the finest pasture, immense fields of hay, great crops of grains and roots, unsurpassed and rarely equaled, and with a home market at fair prices, Washington Territory invites hundreds of dairymen from other lands. There is a great growth of the grasses; timothy, red top, blue grass, and particularly the clovers—red and white—when cut for hay, yield from two to five tons per acre, and, of course, pasture in proportion. Pasture is better the first of April than in Northern Pennsylvania or New York the first of May, while young

cattle, colts, dry cows, and horses not in use, get a good living on pasture up to Christmas.

LOGGING AND LUMBERING INDUSTRIES.

But few people have any realization of the vast area of the Puget Sound lumber regions. The lumber tract of Washington Territory embraces an area fully the size of the State of Iowa, with 1,500 miles of seaboard. It is estimated that this lumber tract contains fully 100,000,000,000 feet of timber of very fine quality. The first saw-mill was built in 1853, cutting about 80,000 feet per day; now the output of the Territory is close upon 2,000,000 feet per day.

The districts, with their respective outputs, as enumerated, are as follows, for the year ending September 30, 1888: Snohomish, 100,000,000 feet; Skagit, 76,500,000 feet; Satsop Railroad, 40,000,000 feet; Stillaguamish, 40,000,000 feet; King county, 35,000,000 feet; Hood's Canal, 25,000,000 feet; Blanchard Railroad 16,000,000 feet; North Bay, 15,000,000 feet; Olympia and vicinity, 8,000,000 feet; Whidby Island, 10,000,000 feet; North of Point Wilson, 8,000,000 feet; Whatcom and vicinity, 15,000,000 feet—a total of 434,500,000 feet.

Governor Semple, an experienced mill operator himself, in his last report to the Secretary of the Interior, estimates the total output of Washington Territory saw-mills at 1,043,596,000 feet. This estimate includes, besides Puget Sound mills, those at Gray's Harbor, on the Columbia River, at Shoalwater Bay, and the interior mills.

The products of these mills are consumed in foreign, coast-wise, and inland shipments, together with a very large local consumption.

MANUFACTORIES.

MANUFACTORIES. The total number of manufactories is 219, giving employment to 3,432 people, which does not include loggers, miners, or those engaged in railroad work. The leading manufactories at present are lumber and flour, although beginnings have been made in a great variety of other industries, especially iron. There are no woollen-mills; yet the Territory offers a rich field for this industry.

THE SHIPPING OF PUGET SOUND.

PUGET SOUND SHIPMENTS.

The total value of shipments, as per the records at the port of entry, was \$8,936,557.00. Of this, 130 cargoes of lumber and 21 cargoes of wheat went to foreign countries—all from Washington Territory. The largest cargo in wheat was shipped on November 20th, 1888, in the British ship "Lord Raglan," having 122,756 bushels, valued at \$115,000.00. Two vessels carried each 2,000,000 feet of lumber, both bound for Melbourne, Australia.

There are 37 sailing vessels, with 56,700 gross tonnage: 97 steamers, with a gross tonnage of 28,517; 20 barques, with 20,000 tonnage; and 11 schooners, with a total tonnage of 4,738, or a total of 165 vessels, with a total tonnage of about 109,000, that make regular trips to Puget Sound annually, going with cargoes either to foreign countries or coastwise.

Of the \$8,936,557, value of shipments in 1888, fully two-thirds of it was coastwise trade, the balance being foreign. This suggests the future foreign traffic of Puget Sound, as the volume of this foreign trade has sprung up in two years, and all since the Northern Pacific Railroad arrived at Tacoma.

WHOLESALE TRADE.

The total wholesale trade of Washington Territory for 1888 is returned at \$22,000,000.00, about equally divided between the two chief centers, Tacoma and Seattle. Wholesale houses are being established in Eastern Washington, particularly at Spokane Falls, devoted principally to groceries and mining supplies.

FISHERIES.

The waters of Washington Territory abound in fish, of which many varieties are of great commercial value. Particularly is this a fact with regard to salmon. Every river on the coast line teems with this fish. These salmon are easily taken, and, being well adapted for canning and salting, a great and prosperous business in connection with them is carried on at several places.

It is impossible to secure accurate data relating to the salmon-packing industry, for while the packs in Puget Sound, Shoalwater Bay, and Gray's Harbor are large, they do not approach in quantity the pack of the Columbia river, which latter becomes involved with that of Oregon and is always calculated as simply the salmon pack of the Columbia river. For 1887 the pack at Shoalwater Bay was 40,000 cases, and at Gray's Harbor 32,000 cases. On Puget Sound the pack for 1887 was about 120,000 cases.

In addition to salmon, the streams of Oregon and Washington Territory abound in various kinds of delicious trout. Sturgeon of immense size are found at the mouths of all the larger rivers. The lakes and ponds teem with fish of several species. Oysters and clams are taken in the bays. Halibut of enormous size make their habitat in the waters of Puget Sound. Codfish averaging two and one-half feet in length, and with a girth around the shoulders of eighteen inches, are taken in the Sound, but they fairly shoal the waters of the banks on which they live, beginning at the western extremity of Vancouver Island and extending beyond Alaska. Herring and smelts are plentiful.

MINERALS AND MINING.

COLD AND SILVER.

Copper, silver, gold, and other minerals, are abundant. On both slopes of the Cascades men have been mining uninterruptedly for gold for fifteen years, while other men have been working the placers of the Snake, Columbia, and other rivers. They have made fair wages, and the gold they have secured has probably averaged \$200,000 a year. During the past two years considerable excitement has been caused by discoveries in the new country of Okanagon. The precious minerals have been found there in many places, and in quantities warranting the most lively anticipations for the future.

The Salmon river mining country has developed in two years. It has yielded the richest ores yet found, but the extent of the find is not yet determined. This ore is taken from a tunnel 58 feet in length, and the sample assayed \$1,731 in gold. The average yield of ore from these mines thus far shipped have yielded \$43.76 in gold.

COAL AND COKE.

Washington Territory stands sixteenth in the coal-producing territories in the United States. The coal fields thus far developed are the Bellingham Bay, the Skagit River, the Raging River, the Lake Washington, the Green River, the Chehalis, the Wilkeson, and the Cleelum. The fields now being developed are proving the scenes of one of the leading industries of the Territory. The approximate acreage of coal lands in the Territory is as follows: King county, 70,000 acres; Pierce, 40,000; Kittitas, 50,000; Lewis, 5,000; Thurston, 5,000; and Whatcom, 10,000 acres. These estimates do not indicate more than the surface area. It is believed by those familiar with the general character of the country that extensive deposits will be discovered in the northern part of the Territory. Inspector's report for the year ending September 20th, 1888, for the First Inspection District, is as follows: Bucoda, output, 49,160 tons; South Prairie, output, 36,149 tons; Tacoma Coal & Coke Company, output, 14,371 tons; Wilkeson Coal & Coke Company, output, 2,300 tons—a total of 305,682 tons.

The total output in the year, in the First Inspection District, by mines, is as follows: Franklin, 181,921 tons; Black Diamond, 186,552 tons; New Castle, 158,134 tons; Cedar Mountain, 52,815 tons; Roslyn, 234,201 tons; Gilman, 13,528 tons—total, 828,119 tons. This gives a grand total of 1,133,801 tons for the year.

The great bulk of the coal is shipped in ocean vessels to Portland, San Francisco, and other coast points. Three great

railroad companies are supplied with coal from this Territory—namely, the Southern Pacific, the Oregon Railway & Navigation Company, and the Northern Pacific.

There are two coking plants, one operated by the Tacoma Coal & Coking Company, and the other by the Wilkeson Coal & Coking Company. The first-named company has thirty ovens of a capacity of three tons each, and the other company has fifty ovens of a similar capacity. The coal is rich, bituminous, and resembles closely in its character and in the character of the coke the great fields of Connellsville, Pa. The entire product of these plants finds ready sale throughout the Pacific Northwest, and extending eastward into Montana. They have been very influential in attracting many manufactories which require coke for fuel. The quality of the coke is very high, and compares favorably with the famous Durham (English) and Connellsville coke.

IRON.

Owing to its inaccessibility but little has been done with iron, but it is known that there are vast deposits in many places. The only iron yet marketed is from bog ore in Jefferson county. Furnaces were built several years ago, and a constantly increasing output has been the result. Five or six thousand tons of pig iron are annually produced. Its qualities are first-class, and it commands the highest rates in the San Francisco market. Vast quantities of magnetic iron have been discovered at Snoqualmie, in King county, and at Cleelum, Kittitas county, and movements by capitalists are well forward looking to their development. A superior iron is found in Skagit county, the marketing of which will quickly follow that of the Cleelum and Snoqualmie. Bog ore is found throughout Western Washington.

THE PUBLIC SCHOOLS.

In 1888 there were over 38,673 school children attending the public schools of the Territory. Of these 38,673 there were 19,875 males and 18,798 females, taught by 1,285 teachers. The number of school houses now is 926.

Aside from the general public schools, there are a great many well-established educational institutions of excellent repute, in which hundreds of young men and women complete their education, so far as schools are concerned.

WAGES.

The following table, compiled for the Governor's last Annual Report, gives a schedule of wages paid for various kinds of labor, as nearly correct as it can be stated in tabular form:

PER DAY.		PER DAY.	
Carpenters	\$2.50 to \$4.00	Bricklayers.....	\$4.25 to \$6.00
Machinists	3.00 to 4.00	House Painters..	3.00
Sign Painters....	3.00 to 3.50	Shoemakers.....	2.50
Boiler Makers ..	3.00	Blacksmiths.....	3.00 to 3.50
Tinsmiths.....	3.00	Day Laborers....	2.25
Longshoremen ..	4.00	Gas Fitters.....	3.00
Stone and Marble		Upholsterers.....	2.00
Cutters	3.50	Boat Builders....	3.00
Plasterers	4.00	Plumbers.....	3.00
Roustabouts	1.75 to 2.00	Tailors.....	3.50
Coal Miners (shift		Molders	3.25
work).....	2.50	Pattern Makers..	3.50
Coal Miners (by		PER MONTH.	
the yard)	3.00 to 4.00	Mill Hands	\$30.00 to \$125.00
Mechanical Engi-		Bakers.....	60.00
neers	3.00 to 4.00	Farm Laborers	25.00 to 30.00

LOGGERS.

PER MONTH.		PER MONTH.	
Teamsters.....	\$65.00 to \$125.00	Sawyers.....	\$50.00 to \$65.00
Choppers.	60.00 to 80.00	Common La-	
Skidders and		borers.....	35.00 to 40.00
Hook Tenders.	50.00 to 75.00	Boys	25.00
Swampers	45.00	Cooks.....	35.00 to

COST OF LIVING.

The cost of living depends entirely upon whether the man is single or married. Single men can get good rooms for from \$8 to \$20 per month, or live in boarding-houses for from \$4 to \$10 per week. Rents vary with location, but are not high, because the cost of building material is low. Lumber can be bought for from \$12 to \$20 per 1000 feet, according to kind and quality, and shingles, laths, lime, etc., proportional. Flour is from \$4.75 to \$5.25 per barrel; eggs retail at 15 cents to 45 cents per dozen, according to the season; apples, 50 cents to \$1 per bushel; potatoes, 50 cents to \$1 per bushel; choice meats retail at 8 to 25 cents per pound, etc. Probably groceries, hardware, dry goods, etc., do not vary much from rates in other localities of the Union. Good, substantial hotel board, with lodging, can be had in the city at \$5 and \$6 per week, and in the country towns at \$4. What are luxuries in other localities, as oysters, clams, crabs, pheasants, venison, halibut, salmon, etc., are here common commodities. Wood and coal are practically within the reach of all, at merely nominal expense, and taking all things together, one can live better in Washington Territory on the same expenditure than anywhere else in the Union, if not in the world.

CITIES AND TOWNS.

TACOMA, THE CITY OF DESTINY.

Tacoma, the western terminus of the Northern Pacific Railroad, built more than one thousand houses during the year 1888, costing \$2,148,572, and it had a population of about 22,000 on the 1st day of January, 1889. It is plain to the commonest observer that the greatest city on Puget Sound is growing up on Commencement Bay, and that the future commercial metropolis of the Pacific Northwest is Tacoma.



WHY IT IS A GREAT METROPOLIS.

It is unnecessary to ask why the great metropolis of this vast section of country is growing so fast. The immense trains of wheat coming to its wharves and warehouses; the product of six coal mines constantly emptied into the bunkers along the wharf front; millions of feet of lumber turned out of its numerous saw-mills daily; a dozen or more ocean sailingships and twenty steamers at its docks daily, on an average, all the year round, to carry away these products, the fleet increasing from month to month; vessels from Japan bringing tea, which is shipped to all points eastward from here over the Northern Pacific Railroad, and the fact that Tacoma is incontestably the leading shipping port of Puget Sound, are some of the reasons why Tacoma grows so fast and so solidly. Again, the fine location of the city, the splendid

inland sea upon which it is situated, never freezing over, and the enormous wealth of the minerals in its mountains, and the grain, hops, and fruits of its fields have commended it to such an extent that the manufacturer, the shipper, and the wholesale and retail business men are flocking here and founding and building up profitable industries on every side. Unlike many of the ports on the Pacific coast, the ships that arrive in Tacoma with merchandise do not depart in ballast. They carry away the products of the soil, and thus the commerce of the City of Destiny, which is increasing every day, is the most potent factor in the wonderful march of progress it is making.

SEATTLE.

Seattle has a present population of about 21,000, against 3,500 in 1880. The city contains three National and several private banks, four daily and several weekly journals, is amply supplied with water-works, gas and electric-light plants. The building operations during the year were on a large scale, over one thousand new buildings being erected at a cost of over \$2,000,000. As a shipping and jobbing point, Seattle is one of the chief cities of the Territory.

SPOKANE FALLS.

Spokane Falls is one of the most rapidly advancing towns in Washington Territory. In 1880 its population did not exceed 100; in 1886 it increased to 4,000, and during the last year it rose to 15,000. It is one of the centres of a great agricultural empire; the supply point of mining districts; the centre of the milling, mining, and manufacturing interests of Eastern Washington Territory. It has one of the finest water-powers on the Continent.

Other prominent and thriving cities with their population in 1888:

Walla Walla, Walla Walla county.....	5,800
Pomeroy, Garfield county.....	1,500
Sprague, Lincoln county.....	1,500
Cheney, Spokane county.....	1,600
Garfield, Whitman county.....	700
North Yakima, Yakima county.....	2,000
Ellensburg, Kittitas county.....	3,000
Uniontown, Whitman county.....	550
Pullman, Whitman county.....	650
Ritzville, Adams county.....	700
Waitsburg, Walla Walla county.....	900
Colfax, Whitman county.....	2,500
Palouse City, Whitman county.....	1,000
Dayton, Columbia county.....	3,000
Centralia, Lewis county.....	1,000
Farmington, Whitman county.....	600
Chehalis, Lewis county.....	1,050
Roslyn, Kittitas county.....	900
Puyallup, Pierce county.....	1,200
Olympia, Thurston county.....	3,000
Whatcom, Whatcom county.....	7,000
Port Townsend, Jefferson county.....	4,200

POLITICAL SUBDIVISIONS.

POLITICAL SUBDIVISIONS.

Washington Territory is divided into thirty-three counties, and the further subdivision of these are school districts, road districts, and voting precincts.

POPULATION.

The population during the past decade is indicated by the following table, the calculation from 1881 to 1887 being for two years, and the remainder for one year:

YEAR.	POPULATION.	YEAR.	POPULATION.
1879.....	57,784	1885.....	127,292
1880.....	66,979	1887.....	143,669
1881.....	70,728	1888.....	167,982
1883.....	92,508	1889.....	220,000

NORTHERN PACIFIC RAILROAD LANDS FOR SALE.

The Northern Pacific Railroad Company have a large quantity of extremely fertile AGRICULTURAL AND GRAZING LANDS, comprising over 1,750,000 acres in NORTHERN IDAHO, and over 12,000,000 acres in WASHINGTON AND OREGON, for sale at LOW RATES and on EASY TERMS.

TERMS OF SALE.

The price of these agricultural lands ranges chiefly from \$2.60 to \$6 per acre. If purchased on five years' time, one-fifth cash. At end of first year, the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest at 7 per cent. per annum.

ON TEN YEARS' TIME.

Actual settlers can purchase not to exceed 320 acres of agricultural land on ten years' time, at 7 per cent. interest, one-tenth cash at time of purchase, and balance in nine equal annual payments, beginning at the end of the second year. At the end of the first year only the interest is required to be paid. Purchasers on the ten years' credit plan are required to settle on the land purchased and to cultivate and improve the same.

GRAZING-LANDS are sold at from \$1 to \$2.50 per acre, according to location and quality, and on from one to ten years' time.

TIMBER-LANDS.—Cash or by special agreement.

NOTICE.

The Land Department of the Northern Pacific Railroad Company employs no agents or others along its line who are authorized to receive or receipt for any moneys for the Company, or to bind the Company by any acts or agreements whatsoever.

All applications for the purchase of Northern Pacific Railroad lands, in Idaho, Washington, and Oregon, and all payments thereon, must be made to PAUL SCHULZE, General Land Agent, at Tacoma, Washington Territory.

The following-named real estate dealers in Washington Territory have been furnished plats and maps, and they will be pleased to give intending settlers information and assistance in selecting railroad and government land:

A. A. NEWBERY, Spokane Falls.	J. D. LAMAN, Walla Walla.
PERCIVAL & ANDRUS, Cheney.	STEWART WILKINS & Co., Ellensburg.
B. B. GLASSCOCK, Sprague.	McLEAN & REED, North Yakima.
C. C. MAY, Davenport.	RODMAN & ECHELMAN, Goldendale
S. A. WELLS, Ritzville.	JAMES T. BERRY, Chehalis.
C. P. CHAMBERLAIN, Pampa.	UMATILLA REAL ESTATE Co., Pendleton, Oregon.
JAMES A. PERKINS, Colfax.	
W. P. GRAY, Pasco.	

FREE!

For maps and descriptive publications, sent free of charge, and for all information relating to lands and the Northern Pacific country, apply to or address,

CHARLES B. LAMBORN,
Land Commissioner,
St. Paul, Minn.

P. B. GROAT,
Gen'l Emigration Agent,
St. Paul, Minn.

RAILROADS.

The Northern Pacific Company operate 621 miles of railroad in Washington Territory; its main line extending from the Idaho line, via Spokane Falls, Cheney, Sprague, Ritzville, Yakima, and Ellensburg, through the center of the Territory to Tacoma and Seattle, and from Tacoma to Portland.

The Northern Pacific Railroad is the shortest route from St. Paul to Tacoma by 207 miles, to Seattle by 177 miles, and to Portland by 324 miles, time correspondingly shorter, varying from one to two days, according to destination.

Pullman Palace Sleeping Cars, Dining Cars and Free Colonist Sleepers are run between St. Paul and Portland on express trains via the Cascade Division and Tacoma.

The Northern Pacific is the only line running through passenger cars of any description from St. Paul or Minneapolis into Idaho, Oregon, or Washington. In addition to being the only rail line to Spokane Falls, Cheney, Sprague, Yakima, Ellensburg, Tacoma, and Seattle, the Northern Pacific reaches all the principal points in Northern Minnesota, Dakota, Montana, Idaho, Oregon, and Washington, forming with the Shasta Line the famous scenic route to all points in California.

 A ten days' stop-over privilege is given on Northern Pacific second-class North Pacific coast tickets at Spokane Falls and all points west, thus affording the intending settler an excellent opportunity to see the entire country without incurring the expense of paying local fares from point to point.

Send to any of the agents named below for illustrated pamphlets, maps, and books, giving you full information in reference to the country traversed by this great line from St. Paul, Minneapolis, Duluth, and Ashland to Tacoma and Seattle, Washington Territory, and Portland, Oregon.

TRAVELING PASSENGER AGENTS.

A. J. QUIN, 306 Washington Street, Boston, Mass.
 J. H. ROGERS, JR., 111 South Ninth Street, Philadelphia, Pa.
 L. L. BILLINGSLEA, 111 South Ninth Street, Philadelphia, Pa.
 GEO. D. TELLER, 44 Exchange Street, Buffalo, N. Y.
 D. W. JANOWITZ, Room 1, Jackson Place, Indianapolis, Ind.
 F. H. LORD, 52 Clark Street, Chicago, Ill.
 T. L. SHORTELL, 112 North Fourth Street, St. Louis, Mo.
 S. H. MILLS, 56 West Fourth Street, Cincinnati, Ohio.
 T. S. PATTY, 24 West Ninth Street, Chattanooga, Tenn.
 THOMAS HENRY, 154 St. James Street, Montreal, Canada.
 ELVIN H. SMITH, 392 Broadway, Milwaukee, Wis.
 A. A. JACK, 402 Court Avenue, Des Moines, Iowa.
 T. K. STATELER, 618 Market Street, San Francisco, Cal.
 OSCAR VANDERBILT, St. Paul.

GENERAL AND SPECIAL AGENTS.

A. D. CHARLTON, Asst. General Pass. Agent, 121 First Street, corner Washington, Portland, Oregon.
 JAMES C. POND, Asst. General Ticket Agent, St. Paul, Minn.
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 E. L. HARRISON, Agent, Ashland, Wis.
 JOHN C. ROBINSON, Ticket Agent, Duluth, Minn.
 A. W. HARTMAN, General Agent, Duluth, Minn.

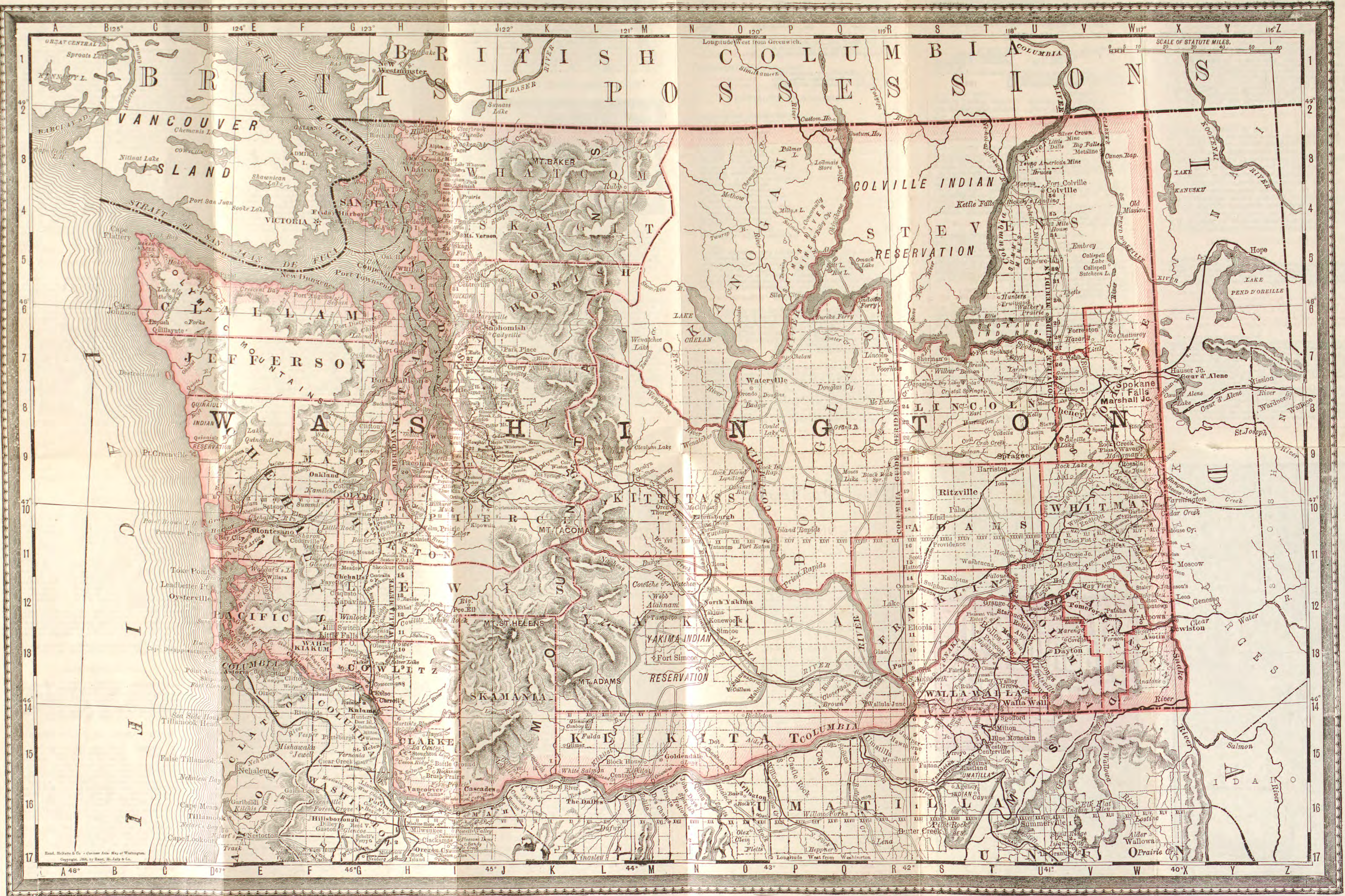
J. M. HANNAFORD,

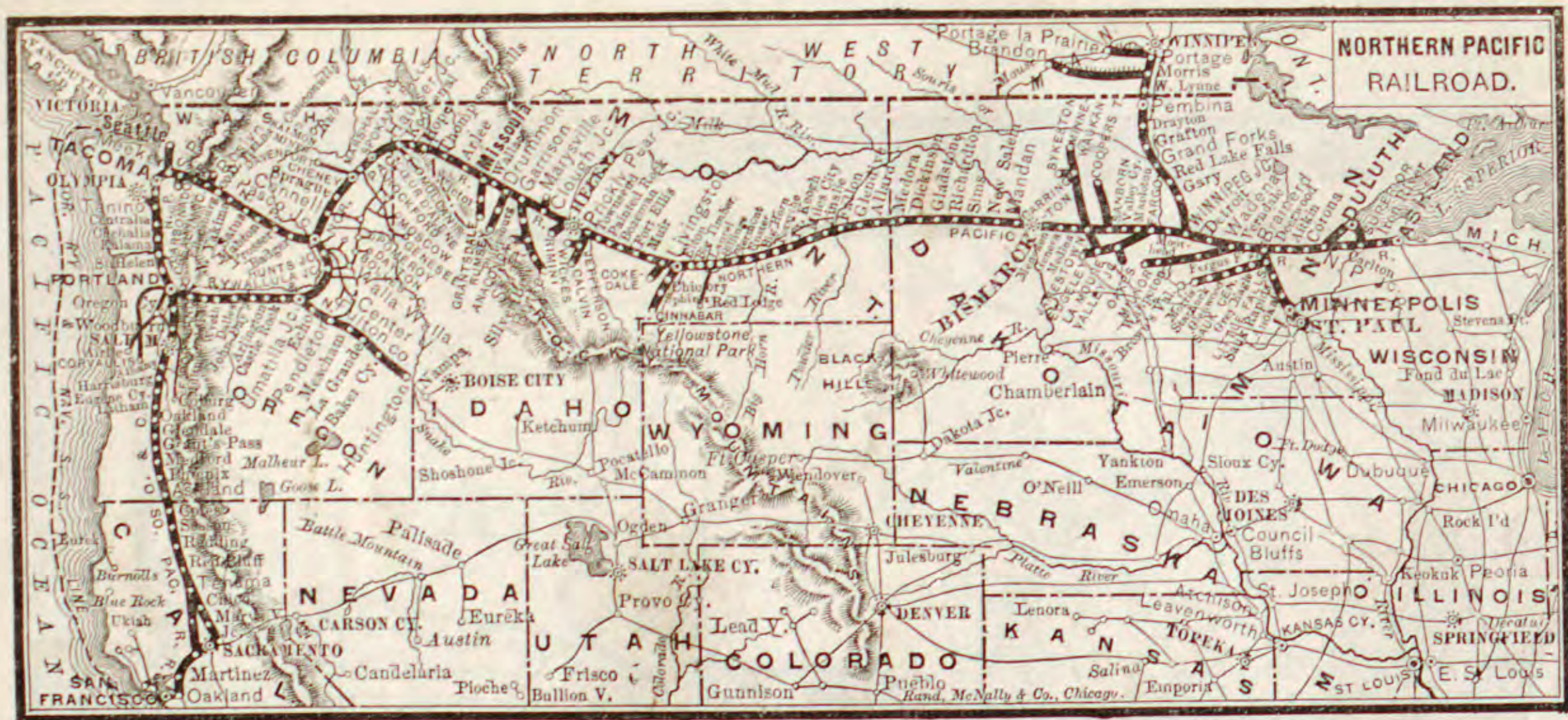
CHAS. S. FEE,

Traffic Manager,

Gen'l Pass. & Ticket Agent,

ST. PAUL, MINN.





How to get to Washington Territory.