

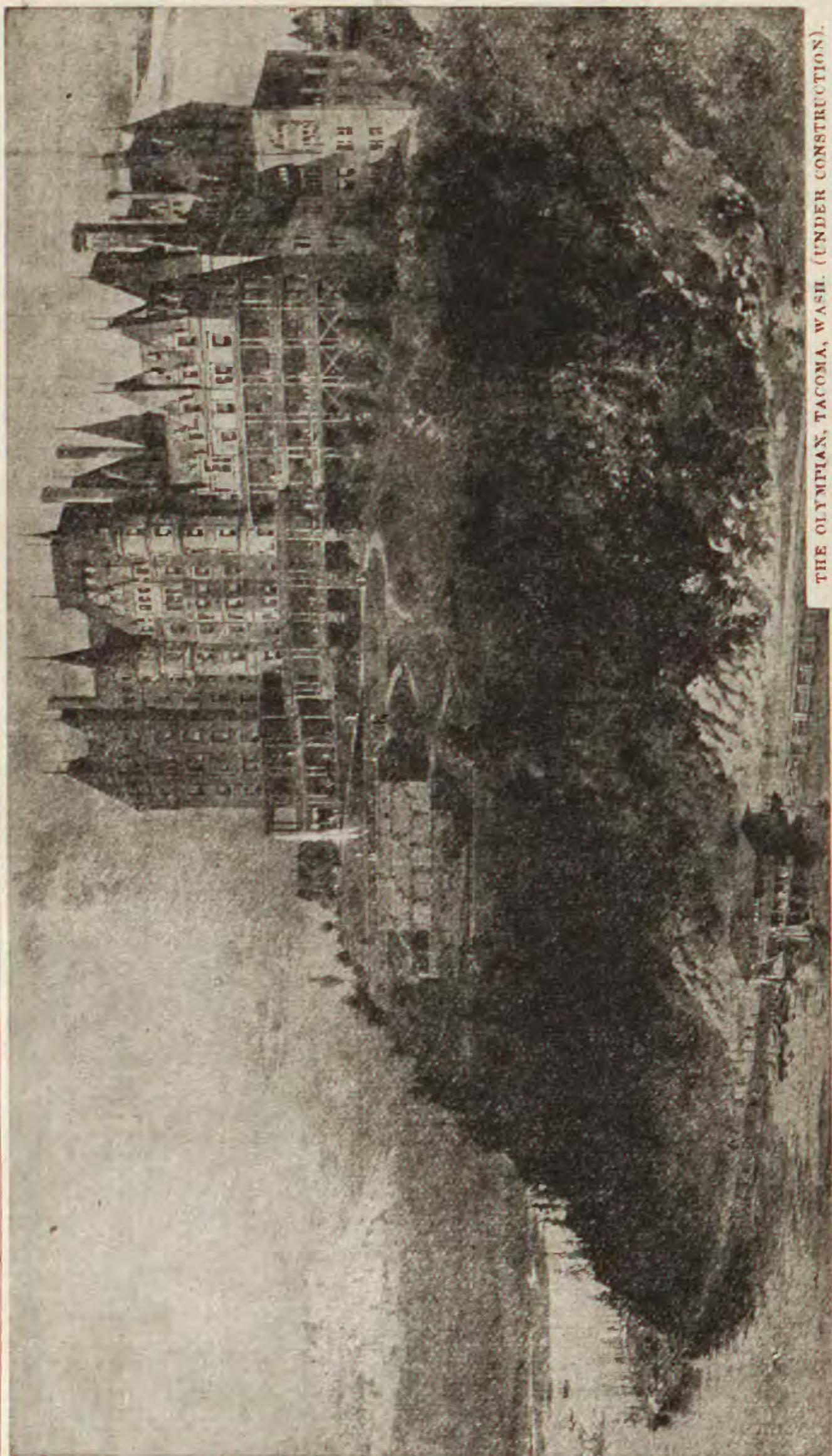


VIEW OF TACOMA, WASHINGTON.

THE PUGET SOUND TERMINUS OF THE NORTHERN PACIFIC RAILROAD.

WASHINGTON
THE EVERGREEN STATE

THE NORTHERN PACIFIC R. R. With its connections forms THE BEST LINE from the Atlantic Seaboard and Interior Cities, to the principal cities and towns in MINNESOTA, NORTH DAKOTA, MONTANA, NORTHERN IDAHO, WASHINGTON, and OREGON.



THE OLYMPIAN, TACOMA, WASH. (UNDER CONSTRUCTION).

SUPERB TRAIN SERVICE. The Northern Pacific trains are equipped with Vestibuled Pullman Drawing-Room Sleeping Cars, Dining Cars, Free Colonist Sleeping Cars, Pullman Tourist Sleeping Cars, Elegant Day Coaches, and Smoking Cars. They are furnished with all modern appliances to contribute to the comfort of travelers. The Free Colonist and Pullman Tourist Sleeping Cars are run on the fast through Express Trains, for the use of passengers holding second-class tickets. For information concerning Free Colonist and Pullman Tourist Sleeping Cars, Baggage, names of Agents, etc., see "TERMS OF SALE" page.

CHARLES S. FEE, Gen'l Pass'r and Tkt. Agent. J. M. HANNAFORD, Gen'l Traffic Mgr.
 W. S. MELLEEN, General Manager. T. F. OAKES, President.
 P. B. GROAT, Gen'l Emigration Agent. CHAS. B. LAMBORN, Land Commissioner.
 Address: ST. PAUL, MINN.

BY FAR THE BEST

NEW COUNTRY

OPEN TO SETTLEMENT AND ENTERPRISE IS THAT
LYING ALONG THE

NORTHERN PACIFIC

RAILROAD

THROUGH MINNESOTA, NORTH DAKOTA, MONTANA, NORTHERN
IDAHO, WASHINGTON AND OREGON.

THIS IS THE FAMOUS

Northern Pacific Country

REACHING OVER 2,000 MILES

From LAKE SUPERIOR to PUGET SOUND and the PACIFIC COAST.

IT CONTAINS

FERTILE LANDS in large areas especially adapted to Wheat Growing, Fruit Culture, and General Farming.

EXTENSIVE GRAZING RANGES, the best in the United States for Stock Raising.

RICH MINERAL DISTRICTS to be developed and **LARGE FORESTS OF TIMBER** for lumbering operations.

NAVIGABLE RIVERS AND LAKES, GREAT BAYS, AN EXTENSIVE OCEAN COMMERCE, and many fine water powers to be utilized.

PROFITABLE FISHERIES on the Rivers, Lakes, Puget Sound, and Pacific Coast. The fish are of great commercial value.

NEW TOWNS growing into important trade centers, and there is a steady advance in the value of all properties.

This region offers exceptionally good opportunities for Merchants, Manufacturers, Professional Men, Mechanics, and Traders to engage in business.

IN THIS PROSPEROUS COUNTRY

WITH ITS VARIED RESOURCES AND HEALTHFUL CLIMATE, THERE IS

AMPLE ROOM FOR

MILLIONS OF SETTLERS

TO SECURE COMFORTABLE HOMES AND BECOME INDEPENDENT.

Each State traversed by the **NORTHERN PACIFIC** possesses abundant resources to support in prosperity a large population. The countries are well watered, the soil is rich and productive, while the climate is superior in the qualities which assure healthful and pleasant living, and is favorable for the production of all the crops usually raised in the temperate zone.

FREE! For Maps and Publications, SENT FREE OF CHARGE, and for all Information relating to Lands and the Northern Pacific Country, apply to or address,

P. B. CROAT,

General Emigration Agent,

ST. PAUL, MINN.

OR **CHAS. B. LAMBORN,**

Land Commissioner,

ST. PAUL, MINN.

TERMS OF SALE.

NORTHERN PACIFIC RAILROAD LANDS FOR SALE

36,600,000 ACRES
AGRICULTURAL, CRAZING
AND TIMBER LANDS

for sale at LOW RATES and on EASY TERMS. These lands are located along the line in the States traversed by the Northern Pacific Railroad as follows:

In Washington and Oregon, Over 9,375,000 Acres.
In Northern Idaho, " 1,750,000 Acres.
In Montana, " 17,450,000 Acres.
In North Dakota, " 6,800,000 Acres.
In Minnesota, " 1,250,000 Acres.

These lands are for sale at the LOWEST PRICES ever offered by any Railroad Company, ranging chiefly

FROM \$2.60 TO \$10 PER ACRE

For the Best Wheat Lands,
For the Best Farming Lands,
For the Best Fruit Lands,
For the Best Grazing Lands
IN THE WORLD.

Terms of Sale of Northern Pacific Railroad Lands in Washington, Northern Idaho, and Oregon.

The price of agricultural lands in Washington, east of the Cascade Mountains, and in Idaho and Oregon, ranges chiefly from \$2.50 to \$6 per acre, and in that portion of Washington, west of the Cascades, the price ranges chiefly from \$3 to \$15 per acre.

GRAZING LANDS are sold at from \$1.25 to \$2.50 per acre, according to location and quality and on from 1 to 5 years' time.

TIMBER LANDS.—Cash or by special agreement. All applications for the purchase of Northern Pacific Railroad Lands in Washington, Idaho, and Oregon, and all payments thereon, must be made to

PAUL SCHULZE,
General Land Agent, Tacoma, Wash.

Terms of Sale of Northern Pacific Railroad Lands in Minnesota, North Dakota and Montana.

Agricultural Lands east of the Missouri River, in North Dakota and Minnesota, are sold chiefly at from \$4 to \$8 per acre, grazing lands at from \$3 to \$4 per acre; and the preferred stock of the Company will be received at par in payment. When lands are purchased on 5 years' time, one-sixth is required at time of purchase, and the balance in 5 equal annual payments, with interest at 7 per cent.

The price of agricultural lands in North Dakota, west of the Missouri River, ranges chiefly from \$3 to \$5 per acre, and in Montana from \$3 to \$5 per acre. If purchased on 5 years' time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent per annum.

Grazing Lands west of the Missouri River in North Dakota, and in Montana are sold at from \$1.25 to \$2.50 per acre, according to location and quality, and on from 1 to 5 years' time.

Town Lots.—The Northern Pacific Railroad Company owns valuable town property in the important towns along its line. These towns are growing rapidly in population and importance.

All applications for the purchase of Northern Pacific Railroad lands in Minnesota, North Dakota, and Montana, and all payments thereon, must be made to William Waugh, General Land Agent, St. Paul, Minn.

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 agreements or acts whatsoever.

For information concerning prices and terms for lands and town lots in Minnesota, North Dakota and Montana, apply to William Waugh, General Land Agent, St. Paul, Minn.

For information concerning prices and terms for lands and town lots in Washington, Idaho and Oregon, apply to Paul Schulze, General Land Agent, Tacoma, Wash.

The following named real estate dealers have been furnished plats and maps, and they will be pleased to give intending settlers information and assistance in selecting Railroad and Government lands:

- | | |
|-----------------------|-------------------------------------|
| JEROME L. DRUMHELLER | Spokane, Wash. |
| D. F. PERCIVAL & CO. | Cheney, " |
| B. B. GLASCOCK | Sprague, " |
| MAY & LUCE | Davenport, " |
| E. F. BENSON | Willou, " |
| F. M. RAHM | Hatton, " |
| JAMES A. PERKINS | Colfax, " |
| P. L. KRETZER | Ritzville, " |
| W. P. GRAY | Jasco, " |
| W. G. VAN VALKENBURGH | Walla Walla, " |
| FECHTER & ROSS | North Yakima, " |
| C. H. STEWART | Ellensburg, " |
| S. H. BERG | Chehalis, " |
| HITCHCOCK BROS. | Vancouver, " |
| A. E. JOHNSON & CO. | Tacoma, Seattle, and Spokane, Mont. |
| R. LOCKEY & CO. | Helena, " |
| | White Sulphur Springs, " |
| | Livingston, " |
| | Billings, " |
| GEO. M. HAYS | Miles City, " |
| WILLIAM COURTNEY | Glendive, " |
| JAMES G. RAMSAY | Dickinson, N. D. |
| N. C. LAWRENCE | Antelope, " |
| T. S. UNDERHILL | Hebron, " |
| KRAUTH & LETZ | Glendive, " |
| GEO. A. BRECKENRIDGE | Stanton, " |
| A. A. STRICKLER | New Salem, " |
| C. R. CLARK & CO. | Mandan, " |
| ALEXANDER MCKENZIE | Bismarck, " |
| D. R. STREETER | Williamsport, " |
| W. DWYER | Napoleon, " |
| ARTHUR A. BRUNDAGE | Dawson, " |
| C. J. MADDOX | New Rockford, " |
| WILLIAM GLASS | Cooperstown, " |
| F. W. VAIL | Milnor, " |
| J. B. SHARPE | Kulm, " |
| | La. Moore, " |
| A. H. LAUGHLIN | Lisbon, " |
| E. G. HOLMES | Detroit, Minn. |
| L. E. DAVISON | Porham, " |
| ASHER MURRAY | Wadena, " |
| J. HAZLETT | Park Rapids, " |
| J. KNUDSON | Hennepin, " |
| W. J. SAREP | Eagle Bend, " |
| C. H. HODGE | Motley, " |
| S. F. ALDELMAN | Brainard, " |
| F. P. McQUILLIN | Aitkin, " |

TRAVELING AGENTS.

TRAVELING AGENTS will send publications to all applicants free of charge, and if desired will visit parties in their respective districts to visit the Northern Pacific country, either as land explorers, land buyers, or tourists.

- | | |
|-------------------|---|
| C. E. BRAY | 15 State Street, Boston, Mass. |
| J. H. ROGERS, Jr. | 47 South Third Street, Philadelphia, Pa. |
| L. L. BELLINGHAM | 47 South Third Street, Philadelphia, Pa. |
| GEO. D. TELLER | 4 Exchange Street, Buffalo, N. Y. |
| Wm. G. MASON | 4 Exchange Street, Buffalo, N. Y. |
| T. D. CAMPBELL | 144 Superior Street, Cleveland, Ohio. |
| THOMAS HENRY | 128 St. James Street, Montreal, Can. |
| JAMES J. FERRY | 12 Vine Street, Cincinnati, Ohio. |
| D. W. JAMOWITZ | 43 Jackson Place, Indianapolis, Ind. |
| A. A. JACK | 133 Jefferson Avenue, Detroit, Mich. |
| C. W. R. GOODING | City Pass'r Ag't, 210 South Clark St., Chicago. |
| C. H. MORGAN | Trav. Frt. Ag't, 210 South Clark Street, Chicago. |
| THOS. RIDGEDALE | 83 York Street, Toronto, Can. |
| C. G. LEMMON | Room 210 Grand Central Station, Chicago. |
| J. N. ROBINSON | 100 Wisconsin Street, Milwaukee, Wis. |
| O. VANDERBILT | 403 Leans Street, Des Moines, Iowa. |
| T. L. SHOOTER | 104 North Fourth Street, St. Louis, Mo. |
| T. S. PATTY | Read Hotel, Chattanooga, Tenn. |
| W. H. WHITAKER | St. Paul, Minn. |
| F. O'NEILL | 21 First Street, Portland, Ore. |
| W. N. MEARS | Tacoma, Wash. |

FREE LANDS

FOR SETTLERS.

40,000,000 ACRES

GOVERNMENT LANDS

GIVEN AWAY.

There are over 40,000,000 acres of choice Government Lands open for settlement in the NORTHERN PACIFIC COUNTRY. They are GIVEN FREE to settlers under the

Homestead and Other United States Land Laws.

These vast areas of fertile Government Lands are located in WASHINGTON, NORTHERN IDAHO, OREGON, MONTANA, NORTH DAKOTA, and MINNESOTA, and are traversed by the NORTHERN PACIFIC RAILROAD.

Synopsis of the U. S. Land Laws

As Amended by an Act of the 51st Congress, Approved March 3, 1891, Showing

HOW TO GET GOVERNMENT LANDS.

UNDER THE HOMESTEAD ACT.—A citizen, or one who has declared his intention to become such, who is not the proprietor of more than 160 acres of land in any State or Territory, can homestead 160 acres by filing his application and affidavit at the local Land Office, and within six months thereafter commencing settlement and improvement, and continuing the same for five years. The only cost is the United States Land Office fees, which are from \$18 to \$22 for 160 acres. After the expiration of fourteen months from date of entry the law allows the homesteader to secure title to the tract, if so desired, by paying for it in cash and making proof of settlement, residence, and cultivation for that period.

A soldier, having served in the army or navy during the war of the rebellion for over ninety days, can obtain 160 acres of any of the public lands by filing (himself or by an attorney) a declaratory statement, and, within six months thereafter, filing his affidavit and application, commencing settlement and cultivation, and continuing the same five years, less the time he served in the army or navy—but such time in no case to exceed four years. His widow can take advantage of the above. In case of his death in the army, or discharge therefrom on account of wounds or disability incurred in the line of duty, the term of his enlistment is deducted. In case of death of the soldier, his widow, if unmarried, or in case of her death or marriage, then his minor orphan children, by a guardian duly appointed and officially accredited at the Department of the Interior, shall be entitled to all the benefits given to soldiers under the homestead laws.

An unmarried woman, of age, can take the benefit of the homestead laws. If she marries before she has acquired title, and continues her residence on her claim, she can proceed to prove up at the proper time, the same as if she had remained single—but husband and wife can not secure separate tracts by maintaining separate residences at the same time. All the sons and daughters of a family, who are of age, are entitled to take up land under the United States land laws.

The pre-emption laws and the timber culture act were repealed by act of the 51st Congress.

TIMBER AND STONE LANDS.—Surveyed lands in "Public Land States" not yet proclaimed and offered at public sale, valuable chiefly for timber and stone, unfit for cultivation, and consequently unfit for disposal under the homestead laws, may be purchased by individuals and by associations at the minimum price of \$2.50 per acre.

The operation of the United States land laws is simple, and persons desiring further information in regard to Government lands along the Northern Pacific Railroad may apply to or address, "Register U. S. Land Office," at the following places: Duluth, St. Cloud, Fergus Falls and Crookston, in Minnesota; Fargo, Grand Forks, Devils Lake and Bismarck, in North Dakota; Miles City, Lewistown, Bozeman, Helena and Missoula, in Montana; Lewiston, in Idaho; Oregon City, Roseburg, The Dalles, Lakeview and La Grande, in Oregon; and Spokane, Waterville, North Yakima, Walla Walla, Vancouver, Olympia and Seattle, in Washington.

In some portions of the Far West there are considerable areas of arid lands which with irrigation become very productive. In many of such localities water is abundant and convenient and irrigating ditches are inexpensive. In some localities large irrigating canal companies own lands which they sell on credit and supply water to purchasers for irrigating the land. It pays to irrigate, as it insures a CERTAIN CROP EVERY YEAR and an INCREASED YIELD. The following Act of Congress designates how one-half section (320 acres) of such land can be obtained:

UNDER THE DESERT-LAND ACT.—Citizens of the United States, or persons who have declared their intention to become such, and who are also resident citizens of the State or Territory in which the land sought is situated, may file a declaration under oath with the Register and Receiver of the land district in which any desert land is situated, that he intends to reclaim a tract of desert land, not exceeding 320 acres, by conducting water upon the same, within four years. At the time of filing this declaration, a fee of 25 cents for each acre of land proposed to be so reclaimed must be paid. At the time of making the declaration, the land taken up under this act must be particularly described, if surveyed; or, if unsurveyed, must be described as nearly as possible. The party shall also file a map of said land, which shall exhibit a plan showing the mode of contemplated irrigation, and which plan shall be sufficient to thoroughly irrigate and reclaim said land, and prepare it to raise ordinary agricultural crops, and shall also show the source of the water to be used for irrigation and reclamation. At any time within four years, upon making satisfactory proof to the Register and Receiver of the reclamation of said land, and the expenditure thereon for improvements of \$1 an acre each year for three years and proof of the cultivation of one-eighth of the land, and upon the payment of the additional sum of \$1 per acre, a patent shall be issued. A claimant must also file with the Register during each of said three years proof by the affidavits of two or more credible witnesses that he has made such expenditures. He may, however, prove up earlier whenever he can make the required proof of reclamation, cultivation, and expenditure to the aggregate extent of \$3 per acre. All lands, exclusive of timber and mineral lands, which will not, without irrigation, produce some agricultural crop, are deemed desert lands. Residence on the land is not required.

THE BEST ROUTE

To the Great Northwest

Minnesota, North Dakota, Manitoba,
Montana, Idaho, Washington,
British Columbia, Alaska,
Oregon, and California,

IS BY THE

Northern Pacific R. R.

THE FAMOUS AND ATTRACTIVE

"Yellowstone Park and Dining Car Route"

The great popularity of the Northern Pacific Railroad with the traveling public is due to the

SUPERB TRAIN SERVICE,

Close Connections, and Fast, Reliable Time

VESTIBULED SLEEPING & DINING CARS

Elegant Day Coaches and Smoking Cars

are run on Daily Fast Express

Trains. Meals in Dining

Cars 75 cents.

To Holders of Second-Class Tickets,

PULLMAN TOURIST SLEEPING CARS and FREE COLONIST SLEEPING CARS are run on Daily Through Fast Express Trains, for the use of Passengers holding Second-Class Tickets, as explained below.

FREE COLONIST SLEEPING-CARS are run between St. Paul or Minneapolis and all points in North Dakota, Montana, Idaho, Washington, and Oregon. These cars are fitted with sections similar to first-class sleeping-cars, having upper and lower berths, supplying seats during the day and made into berths for the night. No charge is made for berths in the Free Colonist Sleepers, but passengers furnish their own blankets and such other bedding as they may require. Passengers can purchase on the trains going west or east single-tufted tick mattress and pillow at \$1.00, curtains at \$1.00 per pair, and single blankets for \$1.00.

PULLMAN TOURIST SLEEPING-CARS, operated by the Pullman Co., in charge of uniformed colored porters, are run for the use of passengers holding second-class tickets to points in Montana, Idaho, Washington, Oregon, British Columbia, and all Puget Sound and Pacific Coast points. They are fitted complete with mattresses, pillows, blankets, clean bed linen, and curtains; toilet rooms with wash-stands, towels, soap, brushes, combs, etc., and the aisles are carpeted. A DOUBLE BERTH will accommodate two persons comfortably. The following are the rates from St. Paul or Minneapolis to some of the principal points for a double berth, whether occupied by one or two persons HOLDING EITHER FIRST OR SECOND CLASS TICKETS. To Livingston, Mont., \$1.75; Bozeman, Mont., \$2.00; Helena or Missoula, Mont., \$2.25; Spokane, Wash., \$2.50; Cheney, Sprague, or Ritzville, Wash., \$2.75; Yakima, Ellensburg, Tacoma, or Seattle, Wash., \$3.00; Portland, Ore., \$3.00. The rates FROM CHICAGO are: To Livingston, \$2.50; Bozeman, \$2.75; Helena or Missoula, Mont., \$3.00; Spokane, Wash., \$3.25; Cheney, Sprague, or Ritzville, Wash., \$3.50; North Yakima or Ellensburg, Wash., \$3.75; Tacoma or Seattle, Wash., \$4.00; Portland, Ore., \$4.00. Between intermediate stations, 50 cents a night. Bear in mind that Free Colonist Sleepers are also run as specified above.

HOLDERS OF SECOND-CLASS AND EMIGRANT TICKETS can get meals at the eating stations, or carry cooked provisions and buy tea or coffee at the eating houses, and eat on the train, or they can procure articles of food from the dining car, or take meals in the dining car, without leaving the train. Meals in Dining Cars, 75 cents. Waiting-rooms for second-class passengers and rooms for Emigrants are provided at the Depots at St. Paul, Minneapolis, and Chicago.

STOP-OVER.—Settlers holding second-class or emigrant tickets to points west of Spokane, Wash., can stop off at Spokane, resume journey and stop off in like manner at other points west in Washington and Oregon to examine lands and select locations, by notifying the conductor.

The Freight Tariff on Emigrant Movables applies to the freight of intending settlers, and includes second-hand household goods, farming implements and wagons, live stock not to exceed 10 head to a car, grain for feeding animals in transit, and 50 bushels for seed; 2500 feet of lumber, 500 fence posts, or a small portable house; trees, shrubbery, and live fowls. It will not include new articles, merchandise, provisions, grain, or any articles intended for sale. When a car-load of emigrant movables contains live stock one man will be passed free to take care of them. The car may contain 10 head of cattle, horses, or mules; or 20 hogs or sheep. If the car contains mixed stock, 2 hogs or sheep count the same as one horse or cow. Shipments are subject to rules and conditions in "Special Tariff for Emigrant Movables."

BAGGAGE.—150 pounds of baggage is carried free on each full ticket, and 75 pounds on each half fare ticket, between all points on or via the Northern Pacific Railroad and its western connecting lines. The charges for excess baggage per 100 pounds from Eastern points to the Pacific coast are 12 per cent of the price of a limited first-class ticket to the same point. Excess baggage to or from St. Paul, Minneapolis or Duluth and points in Washington and Oregon is \$7.20 per 100 pounds of excess over the amount carried free.

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|-----------------|---|
| T. F. OAKES | President, St. Paul, Minn. |
| W. S. MELLE | General Manager, St. Paul, Minn. |
| M. C. KIMBELL | General Superintendent, St. Paul, Minn. |
| J. M. HANNAFORD | General Traffic Manager, St. Paul, Minn. |
| S. L. MOORE | General Freight Agent, St. Paul, Minn. |
| J. E. FAIRD | Assistant General Freight Agent, St. Paul, Minn. |
| CHAS. S. FEE | Gen'l Passenger and Ticket Agent, St. Paul, Minn. |
| A. L. CRAIG | Assistant General Ticket Agent, St. Paul, Minn. |
| B. N. AUSTIN | Assistant General Passenger Agent, St. Paul, Minn. |
| W. H. LOWE | General Baggage Agent, St. Paul, Minn. |
| R. A. EYA | General Agent, Duluth, Minn. |
| A. D. EDGAR | General Agent, Helena, Mont. |
| J. G. FOYD | General Agent, Wallace, Idaho. |
| H. SWINFORD | General Agent, Water Street, Winnipeg, Man. |
| W. E. BELCHER | Contracting Frt Ag't, 83 York St., Toronto, Can. |
| C. B. SEXTON | Commercial Ag't, 104 N. Fourth St., St. Louis, Mo. |
| O. P. GOTTLIN | General Agent, 132 Vine St., Cincinnati, Ohio. |
| J. S. McFARLAND | Com'l Ag't, 92 Fourth Ave., Pittsburg, Pa. |
| W. M. TUOHY | General Agent, Butte, Mont. |
| A. TINLING | General Agent, Spokane, Wash. |
| G. G. CHANDLER | General Agent, Tacoma, Wash. |
| I. A. NADEAU | General Agent, Seattle, Wash. |
| A. D. CHARLTON | Asst't General Passenger Agent, Portland, Ore. |
| S. G. FULTON | Assistant General Freight Agent, Portland, Ore. |
| T. K. STATELER | G. A. P. Dep't, 638 Market St., San Francisco, Cal. |
| F. H. FOGARTY | General Agent, 210 S. Clark St., Chicago, Ill. |
| L. N. SAWYER | Contracting Agent, 210 S. Clark St., Chicago, Ill. |
| C. O. GWATKIN | Commercial Agent, 15 State St., Boston, Mass. |
| GEO. R. FITCH | General Eastern Agent, 319 Broadway, N. Y. |
| C. B. KINNAN | Eastern Passenger Agent, 319 Broadway, N. Y. |
| WILLIAM WAUGH | General Land Agent, St. Paul, Minn. |
| PAUL SCHULZE | General Land Agent, Tacoma, Wash. |

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

P. B. GROAT,
Gen'l Emigr Ag't, St. Paul, Minn. CHAS. B. LAMBORN,
Land Com'r, St. Paul, Minn.

SECTIONAL LAND MAP

SHOWING THE

LANDS OF THE NORTHERN PACIFIC RAILROAD CO.

IN WESTERN WASHINGTON AND NORTHERN OREGON,

With Condensed Information Relating to the Pacific Northwest.

WASHINGTON, THE EVERGREEN STATE.

Washington is called the "Evergreen State" from its extensive forests of evergreen trees, including the fir, spruce, cedar, pine, and hemlock, which cover the mountains and seacoast region, and also from the fact that in the western part the winters are so mild that the grass remains green throughout the year. This great new State has an area of 69,904 square miles, of which 3,114 are water, leaving 66,804 square miles of land, or 42,808,200 acres—about as much as Ohio and Indiana combined. It contains a great variety of surface, soil, and scenery, and has two distinct climatic divisions, separated by the Cascade Mountains. West of these mountains the climate is as mild as that of North Carolina or Tennessee, owing to the influence of the warm Japan current which strikes its shores. East of the mountains the climate resembles that of Pennsylvania. The population, according to U. S. Census of 1890, is 349,390. There are over 2,000 miles of railway and over 1,000 miles of navigable water-courses. A large portion of the surface of Washington is still covered with primeval forests. Nearly all of the State west of the Cascade Mountains is, by nature, a forest country; the most important and valuable timber being the red, or Douglas, fir. A considerable portion of Eastern Washington is also timbered, the most common tree being the Rocky Mountain pine. The tamarack, spruce, cedar, and some white pine are also found. A large part of Eastern Washington is, however, a country of rolling bunch grass plains, where timber is found only in small quantities along the water-courses. Nearly all of this rolling prairie country consists of excellent arable land. The fertility of the soil and the favorable climatic conditions adapt the tillable lands to successful and profitable farming, fruit culture, and the production of vegetables. Bunch-grass grows throughout this region, furnishing valuable pasturage, and some districts are especially adapted to the stock-raising industry.

The timber districts, where not mountainous, have, as a rule, a rich soil, which well repays the farmer for the labor of clearing the ground. Thus it will be seen that there is a great deal of good farming-land in Washington. There are fertile government lands for free homesteads, and railroad lands are sold at low prices and on five years credit. The remarkable variety of resources offered by this great State, its peculiarly agreeable and healthful climate, its strikingly beautiful landscapes of snow-capped mountains, noble rivers, great estuaries of the sea, magnificent forests, charming lakes, and fertile prairies combine to make it a region particularly attractive to all who seek new homes in the great Northwest. Every settler can find the particular character of country best suited to his tastes, and the climate best adapted for his health and well-being.

The transportation facilities are abundant, schools and churches are numerous, the people are intelligent and progressive, and property is constantly increasing in value. The numerous growing towns invite mercantile, manufacturing, and professional enterprises. There are fertile lands for the farmer, forests for the lumberman, coal and iron for the prospector and miner, vast natural pastures for stockmen, bays, rivers, and sounds for the fisherman; in short, almost every natural advantage for the development of a populous community of varied industries and rapidly accumulating wealth.

Products and Industries.—Farming, stock-raising, mining, lumbering, and fishing are the chief industries. The State has about 25,000,000 acres of arable land; valuable mines of iron, coal, silver, gold, lead, and copper; immense stock ranges; great forests of fir, pine, cedar, and other timber, and, in fact, all the resources which go to build up varied industries and a populous State. The farm crops are wheat, oats, rye, barley, potatoes, timothy, clover, alfalfa, flax, hops, and the usual fruits and vegetables of temperate latitudes.

Fruits.—Washington is one of the most favorable regions in the United States for raising all the fruits of the temperate zone. The absence of late spring frosts, and the long sunny growing season, make the industry a safe one, and give to the fruits a remarkable perfection of development and flavor. Under recent arrangements made by the

fruit are run on the passenger trains. The fruit industry in Washington is constantly increasing in importance, and is enlarging its field of distribution and greatly augmenting its annual product. There is an ample field for many new settlers to engage in the business. Fruit canning and preserving is an inviting new industry that shows excellent results.

Vegetables.—Farming small tracts for vegetables to supply the markets of Tacoma, Portland, Seattle, Spokane, and other cities and towns is a comparatively new industry which is uniformly successful. Formerly vegetables were brought by the steamer-load from San Francisco. Now it is found that Washington farmers can supply the demand with better flavored and fresher vegetables than those brought from a distance. Canning vegetables is a business that invites enterprise. In a few years the home market and the near markets of the mining States will be supplied with canned goods from the warm and prolific Washington valleys.

State Statistics.—The population, January, 1893, is estimated at 400,000. The State is in good financial condition, with a debt of only \$500,000, and taxation is low, with a low assessed valuation of taxable property. The assessed valuation for 1892 was \$288,274,067, with 13,154,995 acres of land assessed. The capital, surplus, and undivided profits of the National State, and private banks, numbering 121, is \$80,533,022. The State enjoys good religious and educational advantages. Upward of 2,000,000 acres of the public lands have been appropriated to the State for public school purposes, which secures to it a large school fund. In 1892 there were 1,515 public schools, with 2,210 teachers, and 78,810 enrolled scholars, and there are also a number of private institutions of learning. The expenditure for public schools in 1892 was \$2,402,577. In addition to heavy shipments of products to foreign and coastwise markets, via Puget Sound and Portland, the shipments eastward via the Northern Pacific R. R. to the Atlantic and Western States are large—the shipments for the past season including upward of \$2,000,000 worth of wheat, 10,000 horses, and a large tonnage of coal. The output of coal in the State for the year 1892 was 1,500,000 tons, the cut of lumber was 1,064,425,886 feet, and the clip of wool is estimated at 7,000,000 pounds. There were 2,777,423 acres of government lands entered by settlers in the State during 1890, '91, and '92, and there still remains for disposal 19,098,409 acres. The U. S. Dept. of Agriculture reports the following number and value of live stock, January 1, 1893: Horses and mules, 197,493 head; value, \$11,776,920. Cattle, 331,217 head; value, \$12,944,028. Sheep, 823,825 head; value, \$2,228,130. Hogs, 138,230 head; value, \$1,302,578. Total livestock, 1,710,765 head; value, \$38,157,556.

WESTERN WASHINGTON.

Western Washington embraces all of the State lying between the Cascade Mountains and the Pacific Coast. Its climate differs widely from that of Eastern Washington, the winters being milder and the summers cooler. There is very little snow in winter and a good deal of rain. Spring opens in February. The summers are never excessively hot, although there is almost unbroken sunshine. The autumns are pleasant, and the fine weather lasts until December. With the exception of a few small prairies and river bottoms, the whole surface of the country was originally heavily timbered, and most of it is still in that condition. Settlement was first made in the valleys of the streams, where clearing was comparatively easy; or on the shores of Puget Sound, where lumbering operations are profitable.

The climate and soil of Western Washington are favorable to the successful raising of wheat, oats, rye, hops, and all the fruits and vegetables of the temperate zone. Wheat is raised to some extent, but oats is the chief grain crop. Hops on the valley lands average larger yields than anywhere else in the world except in Central Washington. White clover is a native grass. Red clover and timothy grow luxuriantly, and the hay crop returns good profits. Apples, cherries, pears, plums, and all varieties of berries and small fruits produce in abundance. The raising of prunes has become an important and very profitable industry in recent years.

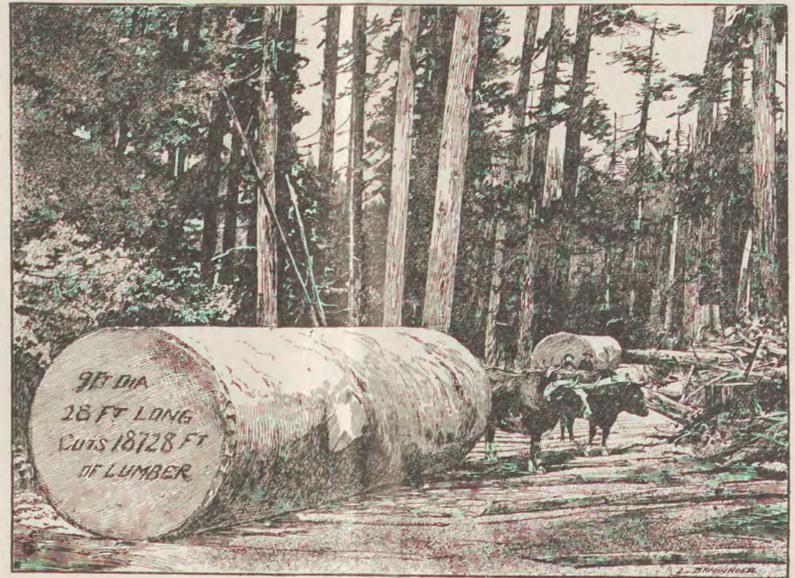
The valleys yield heavy crops of grains, hops, fruits, roots, and garden vegetables. The uplands, when cleared of the forest, are also very productive. Settlers find that it pays to clear land gradually, year by year, so as to increase their acreage for cultivation. Stock run in the

THE CHIEF NATURAL DIVISIONS OF WESTERN WASHINGTON ARE AS FOLLOWS:

The Puget Sound Basin.—This lovely region, famed for its beauty and its agreeable and salubrious climate, lies on both sides of Puget Sound, between the Olympic Mountains on the west and the Cascade Mountains on the east. The basin is about 120 miles in length by 60 in width, embracing the various channels, bays, and inlets of that remarkable inland sea, the main body of which is designated on the maps as Admiralty Inlet, but which is all popularly known as Puget Sound. The Sound is navigable in all parts for the largest ships, and its waters are so deep that vessels can tie up to the trees on its bold shores at almost any point. Lumber and coal are the chief resources of the region, but there is a great deal of very rich agricultural land lying in the valleys and on the uplands which border the numerous streams that come down from the slopes of the mountains. These valleys are most numerous on the eastern side of the sound, including the Nisqually, Puyallup, White, Green, Dwamish, Cedar, Snoqualmie, Snohomish, Stillaguamish, Skagit, and the Nooksack rivers. Several of these streams are navigable by small steamboats. The deep alluvial soil of the valleys is excellent for general farming and for hay crops, and is considered the best hop land in the world. Hops grow in great perfection and yield more heavily than in any of the hop regions in the East or of Europe. The crop runs from 1,500 to 3,000 pounds to the acre. Oats are an important crop, being extensively grown on tidal flats, reclaimed by dyking. Apples, pears, plums, quinces, cherries, small fruits, and vegetables grow excellent crops. Proximity to the markets of large towns and lumbering camps and ready access to deep water navigation make the Puget Sound lands very valuable, and the agricultural area is being constantly increased by clearing off the forest. The uplands are heavily timbered, but when cleared are very productive. The timber sold to saw and shingle mills helps to pay for the land. The country on the eastern side of the sound is now well furnished with railway facilities. The Northern Pacific system, including the Seattle, Lake Shore & Eastern road, with branch lines, traverses the Puget Sound Basin from Tacoma to the British boundary, and crosses all the valleys that extend from the tide-water back to the Cascade Mountains. The Everett & Monte Cristo Railroad runs from Everett, on the sound, to the new mining districts on the west side of the Cascade Range. A line of the Great Northern skirts the sound shore from Seattle to the British boundary. There is also rail connection with

of the Northern Pacific Railroad, between Tacoma and Portland, runs through the Cowlitz Valley for 25 miles, affording good transportation facilities. Small steamboats run on the Cowlitz and stop at the farms along the stream. There is still plenty of land for homestead entry, but it is

Iron.—Near Port Townsend is a deposit of iron ore, which is smelted near the mines. Rich iron veins also exist in the Snoqualmie, Bellingham Bay, and Cle Elum districts. An important iron industry is destined to grow up on the sound at no distant day.



LUMBERING IN WESTERN WASHINGTON.

nearby all pretty heavily timbered with fir, spruce, and other varieties of trees, the fir predominating. There are good openings in the Cowlitz Valley for many families to make independent homes. Along the railroad and the river are numerous lumbering industries. In addition to the agricultural, fruit and hop growing, dairying, and lumber resources, there are profitable fisheries on the Columbia River.

Timber.—Figures fail to give an idea of the lumber product available in this section. One of the finest bodies of timber in the world is embraced between the Columbia River and British Columbia, and the Pacific Coast and the Cascades. At a low estimate one-half the growth of the Puget Sound district consists of trees which will yield 25,000 feet of lumber to the acre. The approximate quantity in this great tract, which is nearly as large as the State of Indiana, is not less than 160,000,000,000 feet. The principal growths are fir, pine, spruce, cedar, larch, hemlock; although white oak, maple, cottonwood, ash, alder, and other varieties are found in considerable quantities. Trees attain an unusual growth in height, girth, and symmetry of form. The red fir is not unfrequently 250 feet high; the pine, 160 feet; the silver fir, 150 feet; the black spruce, 150 feet; white cedar, 100 feet; and white oak, 70 feet. Cedars have been found 120 feet in diameter and 120 feet high. Trees from 6 to 8 feet in diameter are frequently seen in the forest of this region. Some of the logs sawed are of great girth, and sometimes 115 feet long. Immense saw-mills are in operation in Tacoma, Port Blakely, Seattle, Port Madison, Port Gamble, Port Ludlow, Utsalady, Olympia, and other places on the sound, and lumber is furnished to points on the Pacific Coast and to foreign countries.

There are saw-mills at many points along the Seattle, Lake Shore & Eastern division of the Northern Pacific system traversing the Puget Sound Basin; also along the Pacific division, and on its branch lines through the Willapa Valley to South Bend, on Willapa Harbor, and through the Chehalis Valley to the towns on Gray's Harbor. There are also numerous saw-mills along the Cascade division of the Northern Pacific line, which ship their main product to the prairie country of Eastern Washington. Cedar shingles are made at these mills of such excellence and value that they are sent as far east as Ohio, and are sold in large quantities in St. Paul, Minneapolis, Chicago, Cleveland, and other cities.

Coal.—One of the most extensive coal-fields in the world stretches along the base of the Cascade Mountains and extends nearly the entire distance from the Columbia River to the British line. This coal varies in quality from the light lignite to a heavy bituminous. Some is especially adapted for gas-making, other veins furnish an excellent coking coal, and the product of others is chiefly used for locomotives and steamships, and for domestic fuel. The principal mines now worked on a large scale are those at Newcastle, Cedar Mountain, Black Diamond, and Franklin, in the country east of Seattle; and those at South Pacific, Wilkeson, Carbonado, about 30 miles east of Tacoma. At Wilkeson a Tacoma company has a large coking plant. The coal is brought by rail to the sound and shipped in large quantities to San Francisco and other points on the Pacific Coast. Coal is also mined in considerable quantities in the vicinity of New Whatcom and Fairhaven, at the extreme northern part of the sound. At Bucoda, about midway between Tacoma and Portland, is another extensive coal-field. The Bucoda coal is chiefly shipped by rail to Portland and other towns in Oregon. The total annual output of the coal mines in the Puget Sound Basin for the year 1892 was 1,000,000 tons.

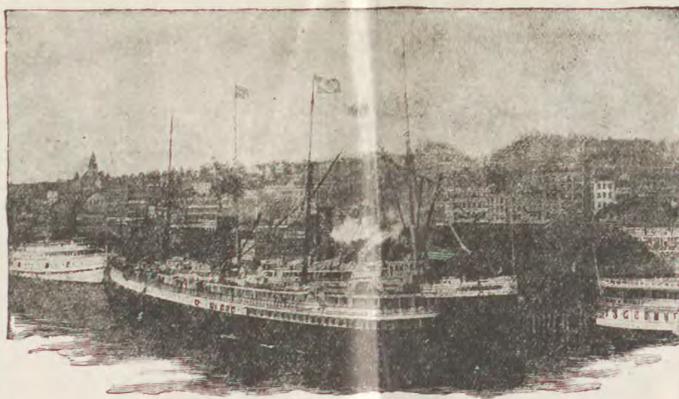
New Mining Districts.—An important mining district is now being developed on the western slopes of the Cascade Mountains, at the heads of the Snoqualmie, Stillaguamish, Sultan, Skykomish, and Skagit rivers. It is now certain that a very important mineral belt exists in this region, containing gold, silver, copper, lead, and antimony. The local districts best developed are known as those of Silver Creek, Stillaguamish, and Monte Cristo. The Everett & Monte Cristo R. R., leading from Everett, on Puget Sound, to the heart of the Monte Cristo district, is now completed, and gives a great stimulus to mining industry. The ores are taken to Everett and Tacoma for smelting. Another mineral district has been discovered about 60 miles southeast of Tacoma and about 30 miles east of Centralia on Mineral Creek, Tilton River, and other small streams heading in the Cascade Mountains. Prospective and development work is active in this district, but until railway communication is secured no actual mining is likely to be done.

Fish.—Oysters, clams, halibut, salmon, salmon-trout, herring, tom-cod, and other food fishes abound in the waters of the sound. Clams grow to such a size that one will sometimes make a meal for a family. The product of the fisheries of Puget Sound is an important item of wealth to that region. Trout and other fresh-water fish are abundant in the rivers, lakes, and mountain streams.

Commerce.—The Puget Sound has an extensive commerce. Lumber is exported to China, Japan, Australia, New Zealand, Mexico, and South America. Wheat is shipped to Europe. Teas are imported direct from China and Japan. There is a regular line of large ocean steamships run between Tacoma and the principal Chinese and Japanese ports. Coal is shipped to San Francisco. Daily steamers ply between Tacoma and Seattle, and Victoria, British Columbia. The sound ports are connected with San Francisco by regular steamship service. A large fleet of steamboats is employed in the local trade of the sound. The number of vessels entered and cleared and licensed at the Puget Sound customs collection district for the year ending December 31, 1892, was 2,508, with a tonnage of 1,795,249 tons. Of these, 322 were foreign vessels, with a tonnage of 278,690 tons; and 2,186 were American, with a tonnage of 1,516,558 tons. The value of exports for the same period was \$5,388,439.

Farming on Small Tracts.—An interesting feature of the recent progress in Western Washington is the occupancy by large numbers of settlers of 40 acre and 80-acre tracts of land in the forest in the vicinity of towns and cities. These settlers find a ready market, at good prices for fruits, vegetables, dairy products, honey, chickens, and eggs; grass for stock grows abundantly in the woods. They clear a little land year by year. The climate is mild; fuel costs them nothing; they find material for buildings and fences on their own lands, and they work for good wages in lumbering camps, mills, and towns when they are not busy on their own places. These settlers on small tracts are thrifty, industrious people, and everywhere prospering. The opportunities for new settlers of the same class are almost unlimited. Especially favorable locations are to be found along the valleys which run from Puget Sound up to the mountains between Tacoma and the British boundary, and also in the valleys extending from the Cascade Mountains to the great Pacific Coast Bays, viz.: Gray's Harbor and Willapa Harbor, and from the Olympic Mountains to the Pacific Ocean.

Settling on Timbered Lands.—The editor of the Chehalis *News*, writing of the advantages of settling on the timbered lands of Western Washington, says: "The soil here produces wheat, oats, in fact, all the staple products of the farm, in countless quantities, and of the healthiest and best quality. The country contains chiefly dense forests of cedar, fir, and vine maple, and there are the best opportunities that were ever offered a man of strength and health to make a home. There are yet many thousand, not to say million, acres of government homestead land, and whether a man has a single dollar or not he can acquire a home by work. The large cedar trees are easily felled and split into rails to make fences, or riven into shapes to make barns and houses. Dwellings are made of them, without incurring scarcely a dollar of necessary expense. Again, the stately fir, as straight as an arrow, and of any size or length desired, is a beautiful timber with which to build log houses or barns. The timber is easily removed, and the ground soon ready for cultivation."



HARBOR VIEW, SEATTLE, WASHINGTON.

the interior from New Whatcom, Fairhaven, and Anacortes.

The Chehalis and Willapa Valleys and the Pacific Coast Region.—The country bordering on the Pacific Coast is heavily timbered, and has a climate like that of Puget Sound. It contains a considerable amount of very rich farming-land, lying along the streams and on the shores of the bays. The principal rivers are the Chehalis, which flows into Gray's Harbor and forms a fine alluvial valley, 150 miles long; and the Willapa River which flows into Willapa Harbor, forming a fertile valley, 100 miles in length. These, with the valleys of tributary streams, are adapted to general farming, stock-raising, and fruit-growing. Other valleys are those of the Humpulips, Hoquiam, Wishkah, Johns, North, and Nasel rivers.

There are good opportunities in this region for a large number of families to secure desirable homes. Oats, hay, dairy products, fruits, vegetables, poultry, cattle, etc., are in demand in the towns and lumber camps. North of Gray's Harbor, and between the Olympic Mountains and the ocean, is an extensive region, but little explored, which is now open for settlement. A railroad is projected from Gray's Harbor to Port Crescent, on the Strait of Juan de Fuca. The Northern Pacific system embraces important lines to the Pacific Coast—one from Tacoma by way of Olympia, and also from Centralia through the Chehalis Valley to Gray's Harbor; and one from Chehalis through the Willapa Valley to South Bend, on Willapa Harbor, the chief town of that region, at the head of deep water navigation on the harbor. The Willapa Harbor and Gray's Harbor towns can also be reached from Portland and San Francisco by regular coasting steamers. The Willapa is navigable for small steamboats to Willapa City, 10 miles above South Bend, and the Chehalis 40 miles above Montesano. The principal towns are Elma, Montesano, Cosmopolis, and Aberdeen, on the Chehalis River; Hoquiam and Ocota, on Gray's Harbor; South Bend, on Willapa Harbor; and Oysterville, on Shoalwater Bay.

The Columbia and Cowlitz Valleys.—The lower Columbia makes only a narrow valley, and the opportunities it affords for farming settlement are limited. On the tributary streams, however, there is considerable rich farming-land, especially on the Cowlitz River, which has a fertile valley about 100 miles long. The Pacific division



A FIELD OF HOPS NEAR NORTH YAKIMA, WASHINGTON.

Northern Pacific Railroad, peaches, apples, prunes, cherries, plums, and grapes are put into the markets of St. Paul, Minneapolis, and Chicago, as well as in the nearer mining towns of Washington, Montana, and Idaho, on terms that enable the Washington fruit-growers to compete with those of California. Refrigerator cars to haul the

woods the year round, and farmers usually keep cattle, horses, sheep, and hogs. Western Washington offers excellent opportunities for settlers to engage in farming; hop, fruit, and vegetable growing; dairying; stock and poultry raising; lumbering, mining, and other enterprises.

Axes and saws are not much in demand in preparing the land for the plow. This simple instrument, the auger, is used to bore a hole into the ground for a post, then fire, or what is commonly used, a red hot iron is placed in one of the holes, and soon the tree is in a blaze. An ordinary man can bore from 50 to 60 of these trees in a single day's work; that is to say, he can slay that many giants in twenty-four hours. When these trees have fallen the work of the auger is resumed, and at intervals of from 8 to 10 feet two holes are bored as before, and the logs burn in two. The fire in burning through the logs burns up from 5 to 6 feet of timber, and in burning the tree down many of its roots are consumed even extending into the earth. This timber being filled with pitch is a great deal more easily removed than the hard timber of "the States." When these logs have burned into separate pieces it is then an easy matter to get them into shape for a final and perpetual annihilation by fire. In one season the ground is ready for the plow. The first crop, in addition to the garden and potato patch, is, or should be, timothy. This grows almost as rank as the indigenous forests that cover the earth, producing from 4 to 5 tons per acre, and is easily disposed of at from 25 to 40¢ per ton. In a few words, the ground is soon ready for first-class cultivation, and a poor man has a home almost without money and without price.

Upon the other quality of land, called the vine maple, no heavy timber grows. These shrubs are simply chopped down during the dry season and permitted to thoroughly dry in one summer's sun; and then early in the fall, before the rains commence, fire can be applied to them and the ground will be burned bare and ready for the plow. Fish and Oysters.—One of the advantages of life in Western Washington is the great abundance and cheapness of the food products of the salt water. Oysters and clams are found in all the bays and inlets, and the best of ocean food fishes, such as halibut, grouper, flounders, sole, herring, sea-bass, cod, and tom-cod are caught in great numbers.

The following tables show the maximum, minimum, and mean temperature in degrees Fahrenheit, and the precipitation in inches and hundredths for each month, at Tacoma, Wash., and Portland, Ore., during the years 1891 and 1892. The data have been furnished by the Weather Bureau, Washington, D. C. The observations at Tacoma were made by Dr. C. P. Culver; at the remaining points by regular observers of the Weather Bureau.

TACOMA, WASHINGTON.

Month.	Temperature, 1891.			Precipitation, in.	Temperature, 1892.			Precipitation, in.
	Max.	Min.	Me'n.		Max.	Min.	Me'n.	
January	64	34	43.0	5.42	59	27	40.4	3.49
February	47	23	37.0	2.68	59	28	42.2	1.82
March	67	23	45.0	2.70	73	32	48.2	2.03
April	68	30	51.8	4.91	74	31	52.8	3.72
May	84	39	61.6	1.92	87	37	55.1	1.96
June	80	41	60.0	2.93	92	42	60.0	0.93
July	99	43	66.2	0.05	88	48	61.8	1.27
August	91	47	66.8	2.76	87	48	64.2	1.21
September	75	40	55.4	4.15	84	44	60.8	2.85
October	76	36	53.6	5.17	82	31	50.4	2.90
November	68	30	47.4	7.62	70	32	45.2	9.92
December	58	24	40.5	10.58	53	32	38.8	5.84
Year	73.08	34.42	53.4	50.98	75.91	35	51.3	37.63

A moment's study of the above tables will show how remarkably free from trying extremes is the climate of the Puget Sound country.

PORTLAND, OREGON.

January	Temperature, 1891.			Precipitation, in.	Temperature, 1892.			Precipitation, in.
	Max.	Min.	Me'n.		Max.	Min.	Me'n.	
January	61	35	43.2	3.62	58	26	39.9	4.79
February	48	26	37.0	1.26	60	27	43.4	3.48
March	60	33	44.0	2.06	76	36	49.9	9.82
April	72	37	52.3	4.00	76	33	49.0	4.82
May	84	39	59.9	1.83	93	39	59.0	1.57
June	97	47	69.4	0.45	84	43	62.2	1.41
July	102	59	80.8	0.34	88	47	64.7	0.70
August	97	51	70.0	0.93	90	47	66.8	0.17
September	88	39	60.8	2.17	90	42	62.9	1.63
October	83	40	57.6	3.04	82	38	53.2	2.15
November	68	34	49.0	5.74	62	31	45.7	4.34
December	68	38	41.8	11.45	55	20	36.3	6.69
Year	76.67	36.08	53.7	47.41	77	35.83	52.9	33.58

For the purpose of comparison, the temperature and precipitation at San Francisco, Cal., for 1891 and 1892 is given below:

SAN FRANCISCO, CALIFORNIA.

January	Temperature, 1891.			Precipitation, in.	Temperature, 1892.			Precipitation, in.
	Max.	Min.	Me'n.		Max.	Min.	Me'n.	
January	72	39	52.2	0.98	66	40	51.7	2.42
February	63	40	51.2	7.26	66	42	52.4	2.30
March	75	43	53.0	1.56	80	42	54.2	1.25
April	81	47	59.4	2.44	88	44	53.1	1.39
May	73	48	55.7	1.25	90	47	58.0	1.86
June	100	48	60.2	0.11	73	47	56.8	7.00
July	81	50	59.4	0.11	90	50	60.0	0.00
August	82	50	61.8	0.92	92	50	60.2	0.02
September	86	51	61.8	0.77	88	51	60.2	0.02
October	85	48	59.7	0.64	79	47	59.5	1.05
November	74	47	51.0	0.56	78	42	56.9	3.91
December	64	37	49.6	5.62	64	38	51.1	5.08
Year	79.42	45.08	56.6	21.12	77.84	45	56.0	32.08

CENTRAL WASHINGTON.

By Central Washington is usually meant the portion of the State lying between the Columbia River and the Cascade Mountains. The Columbia incloses this region on two sides. Coming down from the north it makes a sharp bend to the west after receiving the waters of the Snake. The timber of this region is confined to the mountains, foot-hills, and water courses. It comprises all the evergreen and soft-wood varieties natural to the coast. Oak groves are found here and there. The pines and firs grow to great size and height. In places the tamarack and cedar are nowhere excelled. The streams are usually margined with balsam and alder.

Central Washington is by nature an arid region. The clouds which pass over the high ranges of the Cascade Mountains deposit most of their moisture in the coast region and the Puget Sound Basin, and very little rain falls in the valleys immediately east of the mountains to the Columbia River. The soil is, however, rich in all the elements of fertility and a great many swift, clear streams come down from the snows and springs of the mountain slopes and afford abundant water for irrigating purposes. The lay of the land in the numerous valleys is such that irrigating canals can be carried back to a considerable distance from the streams and made to cover large areas of land. The result is that what was formerly a sage brush desert is fast being converted by the enterprising settlers into one of the most productive regions for general farm-

ing, fruit-raising, and gardening to be found anywhere in the world. In the smaller valleys the farmers are able by co-operation to construct short ditches that supply water to their land, but in the large valleys, and especially the great Yakima Valley, which is over 200 miles long, stock companies with considerable capital build main canals, acquiring land in advance by purchase from the railroad grant and under the desert claim law, and re-sell the land in small tracts, charging the settlers a moderate rate for water rights. Forty acres make a large irrigated farm and 20 acres in fruits, hops, alfalfa, small grains, and vegetables will support a family in comfort. The irrigated valleys of Central Washington will become, in a few years, a densely peopled and highly prosperous region.

Soil.—The soil of this entire region is rich in all the elements of vegetation. The soil of the hills and plains is composed of basalt and volcanic ash. The valley lands are the same inexhaustible elements, more or less tinged with alkali. Fields of such soil have successfully grown wheat for 20 consecutive years without fertilizers, the last crop yielding 40 bushels to the acre. The Eastern farmer, whose most knotty problem is how to obtain enough fertilizing material to sustain his land under the rotary crop and diversified system of farming, may naturally view these statements with suspicion. He has only to consult the indisputable proofs which here exist to be fully convinced.

Fruits and Vegetables.—Fruits and vegetables here attain the highest excellence in point of size and flavor. Grapes grow to fine size and of superior quality. Peaches do well in many places, and there is everything to encourage the fruit-grower. Vegetables raised here are nowhere excelled. Small fruits attain astonishing size and perfection in quality. The climate is such that fruits, like flowers, receive the most delicate coloring, and no insect has yet appeared to injure them.

Climate.—The climate of Central Washington may be equaled by that of some parts of California, certainly not by any other portion of the coast. It is the opinion of residents here that nowhere else are experienced so many bright, sunny days. An overcast sky is seen but few days in the year. The fogs of the coast seldom find their way into the interior. Two or three months in the summer the mercury runs high in the middle of the day, but the heat is modified by mountain breezes, and the evenings and nights are cool and comfortable. The warmth of summer lingers far into autumn, and that of autumn into winter. The snow creeps down the sides of the mountains by December, usually covering the valleys before the holidays. By the middle of February it is usually gone. The winter days are bright and the atmosphere dry. The nights are cold, the middle of the day warm, and no wind is felt in winter save the warm "Chinooks," which frequently take off the snow in a single night.

The spring is early and its showers are frequent. It rains but little from the first of June until the first of September. Irrigation is therefore necessary to insure a crop one year with another on the bench-lands. The numerous mountain streams make it practically easy to irrigate with a greater portion of the valley-land. Forty acres, properly filled and watered, will give a greater return for the labor of cultivation, harvesting, etc., than 160 acres east of the Rocky Mountains. To those accustomed to this mode of farming there is a satisfaction which comes only with an absolute certainty of a good crop. In no country can more grain, fruit, or vegetables be raised per acre.

Crops.—Wheat, rye, oats, barley, and flax produce abundant crops. Hops yield from 1,500 to 2,500 pounds per acre, and are of superior quality. Tobacco is successfully raised, and in the lower valley, from the mouth of the Naches River eastward, tobacco-growing will probably become a very important industry. Three or four crops of alfalfa are cut on irrigated land every season.

THE CHIEF NATURAL GEOGRAPHICAL DIVISIONS OF CENTRAL WASHINGTON ARE AS FOLLOWS:

Central Washington is divided by natural geographical demarcations into three divisions—the Klickitat country, the Yakima Valley, and the Lake country. Each of these has distinctive features which require separate description.

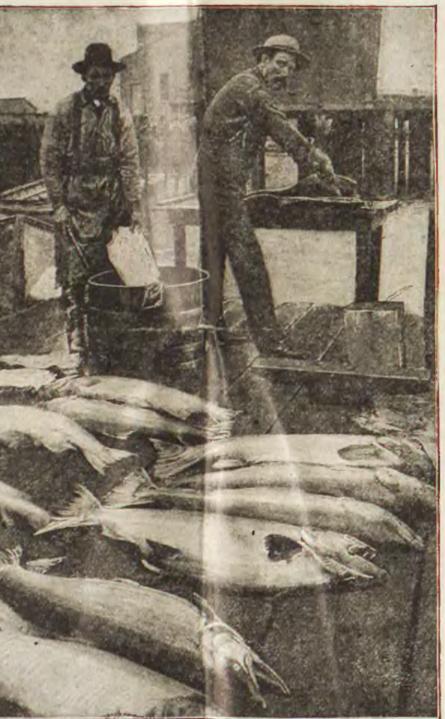
The Klickitat Country.—This region is bounded by the Columbia River on the south and by a low range of mountains, called the Sinecoo Mountains, on the north, and is about 100 miles long by 20 or 30 wide. It is drained by the Klickitat River and by numerous smaller streams, all running into the Columbia. The eastern portion is usually called the Horse-Heaven country, from the abundant pasturage. This region embraces the county of Klickitat and the southeastern part of Yakima County. It gets the benefit of the moist winds that blow up the narrow valley of the Columbia, and farming is carried on without irrigation. The surface is hilly, and broken by ravines, with many extensive upland plateaux, and it is usually found that grain does better on the uplands and slopes of the hills than in the narrow valleys of the water-courses. Wheat is the principal crop, and 30 bushels to the acre is not a high average yield. Oats and barley do well. There is a great deal of open range for stock, and stock-raising here is a

large and profitable business. Much government land remains unoccupied, and can be taken under the homestead and other land laws. The county seat is Goldendale, a town of 1,000 inhabitants. The "Horse-Heaven" country is best reached from Prosser, on the Northern Pacific R. R. Other portions of the Klickitat country can be reached from stations on the Oregon Railway & Navigation Company's road, which runs on the south bank of the Columbia. There are ferries at important stations, and good wagon roads lead into the country.

The Yakima Valley.—This valley lies north of the Klickitat country, reaching from the Columbia River to the Cascade Mountains, and is about 200 miles long. The central parts of the valley contain the best agricultural lands. For the last 50 miles of its course the river runs through a dry, sage-brush region. The soil is rich, however, and where irrigation is feasible it is exceedingly productive. The middle valley is supposed to have once been the bed of a series of lakes. The upper valley is a region of mountains and foot-hills, clothed with forests. Both middle and upper valleys are bounded on the west by the lofty range of the Cascade Mountains, two of whose peaks—visible from the valley—Adams and Tacoma, are covered with eternal snows.

The general topography of the middle valley region may be best understood by the statement that its surface from the foot-hills to the mountains is one unbroken series of hills, plateaux, low ranges, and valleys, crossed by mountain streams. The hills and table-lands are covered with sage in part, and in part with luxuriant bunch-grass. They and the adjacent valleys have been famous for a quarter of a century as the grandest pasture-lands of the Northwest Coast. No region of the coast has produced so many thousands of cattle and horses. No beef on the coast has a wider or better reputation. Horses reared nowhere possess greater powers of endurance.

In recent years great progress has been made in irrigating enterprises in the Yakima Valley and along the tributary streams flowing to the river. Main canals have been constructed covering both the first and second benches of the northern side of the valley for a distance of nearly 100 miles, and lands thus brought under ditch are found to be nowhere excelled for general fertility and for special adaptation to the raising of fruits, hops, vegetables, grains, and grasses. The cultivation of apples, prunes, cherries, plums, peaches, apricots, pears, grapes, strawberries, raspberries, and other small fruits is attended with marked success, the fruit attaining great perfection of size and flavor, and great abundance of yield. It is an industry which is destined to considerable extension year by year by the planting of new orchards. Fruit and vegetable canning are new industries established at various points in the valley, and there are fine opportunities for extending this

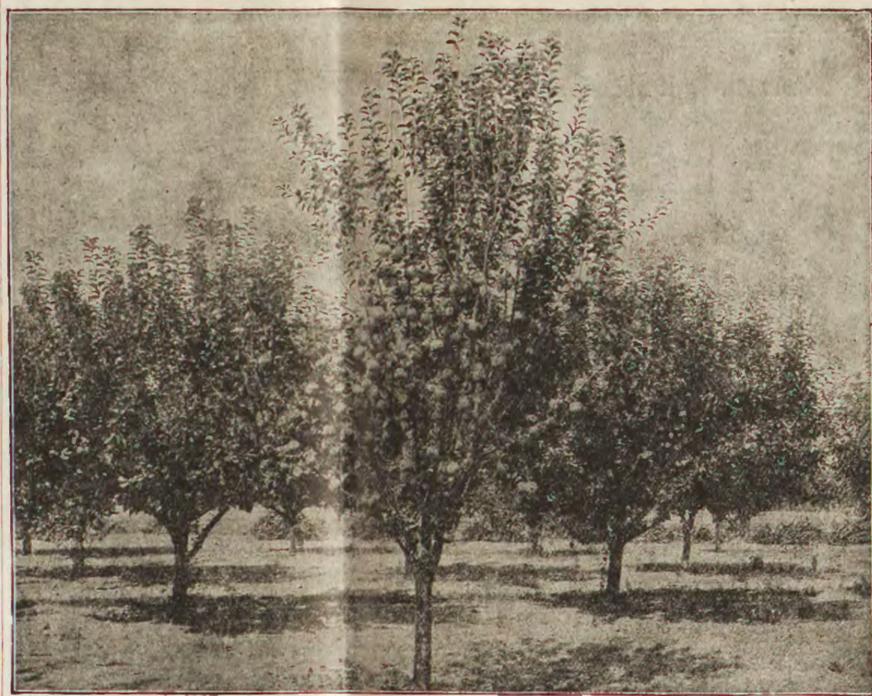


GETTING SALMON READY FOR MARKET ON THE PACIFIC COAST.

profitable business. Hops have thus far been free from insect pests, and the yield is large and regular. Three or four crops of alfalfa are taken every season from the same fields. Wherever water can be brought over the land the prosperity of the farmer is assured, by the great richness of the soil; the long, sunny growing season; freedom from early and late frosts, and the fact that just the right amount of moisture can be applied to the crops at the time when needed for their growth.

The chief town of the middle valley is North Yakima; population about 2,700. It is the county seat of Yakima County.

The Yakima River receives numerous tributary streams which head in the Cascade Mountains, chief of which are the Satus, the Topenish, the Athlam, the Natches, and the Wenuss, all of which have rich irrigable valleys. From the Peshastin Mountains, on the north of the upper valley, flow the Swank, the Clelum, and the Teanaway, which also make fine agricultural valleys. The valleys of all these tributary streams are separated by ranges of hills or low mountains, covered to their summits with luxuriant growths of bunch grass, and forming excellent open ranges for cattle, sheep, and horses. About two years in three stock can range out all winter without any care, but the settlers consider it



AN IRRIGATED APPLE ORCHARD, YAKIMA VALLEY, WASHINGTON.

prudent to keep a supply of hay in stack to provide for the emergency of a deep snow. The season of feeding hay, however, is rarely more than two months long. Thousands of young cattle have been shipped in recent years from the Yakima Valley to the great stock ranges of Montana. The Northern Pacific R. R. opens a profitable market to stock raisers near at hand, in the cities and towns on Puget Sound and in British Columbia.

The Kittitas Valley.—The Kittitas Valley is a beautiful basin, nearly level, about 25 miles across. It is drained by the Yakima River and numerous small tributaries, and is inclosed on the west by the Cascade Mountains, on the north by the Peshastin Range, and on the east and south by low ranges heavily grassed to their summits. Timber is abundant on the foot-hills of the Cascade and Peshastin mountains. Farming is carried on by irrigation, which is rendered easy by the abundance of water coming down from the mountains in creeks and rivulets. Very heavy crops of wheat, barley, rye, and oats are raised. Flax, timothy, clover, and alfalfa grow luxuriantly. All the farmers keep horses, cattle, sheep, and hogs. A good deal of irrigable land is still unoccupied. The average yield of wheat is 35 bushels per acre, and in favorable seasons 45 bushels, and many farms yield as much as 60 bushels. Oats yield from 40 to 100 bushels. Barley and rye from 30 to 60 bushels. Timothy from 1 to 3 tons per acre. Hops from 1,500 to 2,500 pounds. Sorghum, with the crude mills in use, yields from 200 to 300 gallons of syrup per acre. Such a thing as a failure of crops has never been known. Apples, pears, peaches, plums, apricots, prunes, cherries, grapes, strawberries, etc., bear very prolific, and vegetables of all kinds do well. There are fine opportunities here to engage in the business of raising horses, cattle, or sheep, as there are thousands of acres of government land, on the hills skirting the valleys, covered with a luxuriant growth of bunch-grass, which furnishes excellent pasture. Cattle are shipped both East and West by rail. Horse-raising is a profitable business, the animals having free range over the well grassed foot-hills of the Peshastin and Cascade mountains, and require no winter stabling or care. The chief town of the upper valley is Ellensburg, the county seat of Kittitas County, with a population of about 3,500. Gold placers are worked on the Teanaway and the Swank, about 20 miles from Ellensburg. The great Roslyn coal-field lies at the northern end of the Kittitas Basin, about 3 miles from the Yakima River, and is reached by a short branch road from Clelum. The coal, a high grade of lignite, is marketed throughout Eastern Washington, and is also extensively used for locomotive fuel. The mines employ over 1,900 men and support Roslyn, a busy town of 2,000 inhabitants. The daily output is about 2,500 tons. Large beds of iron ore exist near Roslyn and Clelum.

Lakes and Mountain Valleys.—North of the Yakima Valley is a high range of mountains having a general east and west direction and putting out at right angles from the Cascade Range. This range is called the Peshastin Mountains. The highest peak, Mount Stuart, has an elevation of about 12,000 feet, and carries snow on its summit all summer. The slopes and foot-hills of this chain contain rich deposits of gold, silver, and copper ores waiting development, and gold placers are worked. North of the Peshastin Mountains, and lying west of Lake Chelan, is an extensive region of lakes, rivers, forests, and low mountain ranges. It is drained by the Wenatchee and smaller streams, which make narrow valleys valuable for farming when irrigated. The mountain sides are clothed with spruce, pine, and cedar timber. The most important lakes in the region are Lakes Wenatchee, Clelum, Kachees, and Kichilas. Around these lakes is considerable meadow land. There are many small natural prairies scattered through the country. The foot-hills of the mountains are covered with bunch-grass and furnish broad, open ranges for live-stock. The newly completed line of the Great Northern Railway through the Wenatchee Valley furnishes transportation facilities for this region.

EASTERN WASHINGTON.

East of the regions shown on the map on the other side of this sheet lies the great grain and grazing country of Eastern Washington. It occupies the area between the Columbia River on the west, the Blue Mountains on the south, the Coeur d'Alene Mountains on the east, and the British Columbia line. Most of this region is exceedingly fertile; the soil, of decomposed volcanic matter, contains the right proportion of silicates to make it the most favorable in the world for the growth of wheat. Other grains, grasses, and fruits do equally as well. No irrigation is needed in this region, the moist winds from the Pacific being condensed by the mountains on the east and south and thrown back in showers. Thirty bushels to the acre is a low yield of wheat, and 40 and 50 bushels are not exceptional. Indian corn is raised, and oats, barley, rye, and flax yield large crops. Apples, pears, cherries, plums, prunes, grapes, and the small fruits flourish; and, in various sections of Eastern Washington, peaches are successfully raised.

Most of the surface of this attractive country is hilly prairie, covered, when in a state of nature, with a luxuriant growth of bunch-grass. The hills are fertile to their tops and the grain-fields cover their summits. Streams of pure water from the mountains furnish numerous mill-powers.

Timber covers the slopes of the mountains, and is also found in the prairie regions in patches and belts along the streams. The principal rivers of this region are the Snake, the Walla Walla, the Touchet, the Palouse, the Spokane, the Colville, the Okanogan, and the Methow.

Stock raising is profitable, cattle and horses running out all winter without care. Farmers turn out their work-horses in the fall and in the spring round them up and find them in good condition. The whole section is well supplied with railroads, being traversed by the Northern Pacific main line and several important branch lines, including branches through the Palouse Country, the Big Bend Country, the farming districts in Northern Idaho, and to the Coeur d'Alene mining districts; by the Spokane & Northern R. R.; by the lines of the Oregon & Washington system; and by branches of the O. R. & N. Co. line. The Snake and Columbia, both large navigable rivers, also afford facilities for transporting produce to market.

This country has a far milder climate than have the States on lower lines of latitude in the East. The winters are not severe, and spring opens in February or early March. With its fertile soil and remarkable advantages for general farming, combined with stock-raising, this is an excellent country for farmers. Many parts of it are now fairly well settled with a prosperous population, but there is everywhere room for more people, and in some sections, particularly in the Big Bend Country, the region is so new that there are large areas of rich government land for homesteads, free, and low priced railroad land for sale on 5 years' credit.

THE PRINCIPAL NATURAL DIVISIONS OF EASTERN WASHINGTON AND NORTHERN IDAHO ARE AS FOLLOWS:

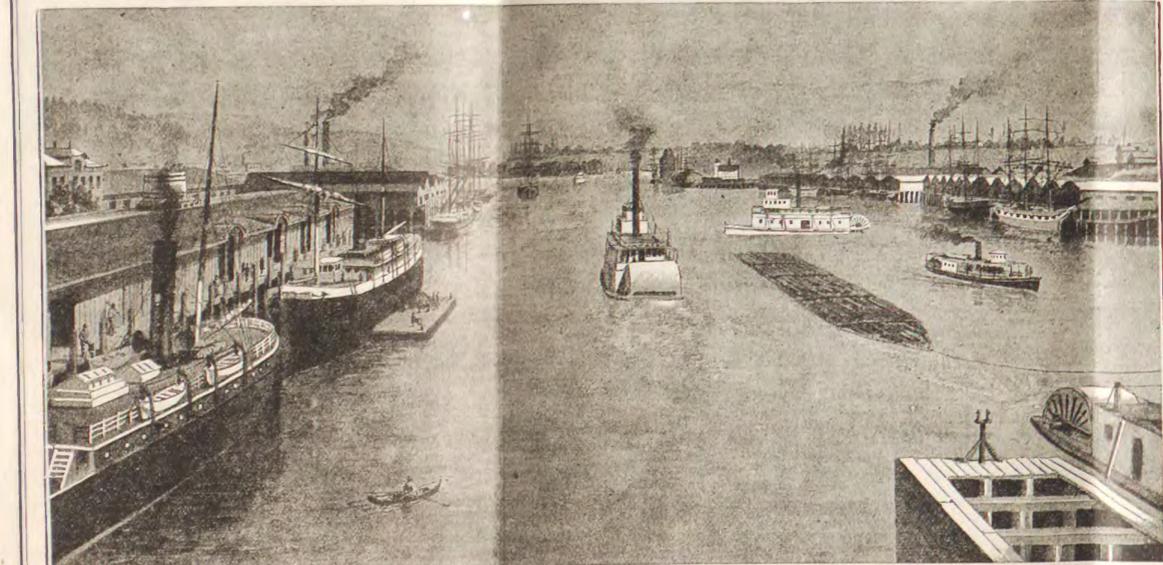
The Big Bend Country stretches out from the Northern Pacific Line westward to the great bend of the Columbia River, and contains about 4,000,000 acres, the greater part being good farming land. Here and there occur patches of volcanic scoria known as scab-land, but even this has value for grazing. The Big Bend Country first began to attract settlement in 1883. It contains a larger amount of good land for diversified farming, which can be taken up under the Government Land Laws, than can be found in any other part of the State. The Central Washington branch of the Northern Pacific, from Spokane and Cheney to Coulee City, 108 miles west of Cheney, and also the Great Northern Railway from Spokane west, traverse the heart of the best farming districts. The principal towns in the Big Bend Country are Medical Lake, Reardon, Davenport, Deep Creek, Wilbur, Almira, Waterville, and Coulee City. Fort Spokane, a military post at the mouth of Spokane River, is 25 miles north of Davenport.

The Palouse Country lies north of Snake River and is drained by the Palouse River and its tributaries. It laps over into Northern Idaho. The surface is hilly. The land on the hillsides, hilltops, and in the valleys is about equally fertile. It is all an excellent stock, grain, vegetable, and fruit country. The Spokane & Palouse R. R. from Spokane to Juliaetta, Idaho, a distance of 121 miles, passing through Spangle, Rosalia, Okesdale, Belmont, Garfield, Palouse, Pullman, Moscow, Vollmer, and Kendrick, with a branch from Pullman to Genesee, Idaho, 29 miles long, passing through Johnson, Colton, and Uniontown, and a branch from Belmont to Farmington; and the Columbia & Palouse R. R. from Connel to Colfax, Moscow, and Farmington, furnish good transportation facilities to various parts of the Palouse Country.

The Walla Walla Country.—This is the oldest settled region in Eastern Washington. It lies along the base of the Blue Mountains, and is rich in fertility and beautiful to look upon. It is especially a land of fruit and grain. Walla Walla, Dayton, Waiatsburg, Pomeroy, and Prescott are the chief towns. The country is well watered by streams heading in the mountains, and is well supplied with railroad facilities by the main line and branches of the Oregon & Washington R. R., and by the Oregon Railway & Navigation Co. line.

The Colville Country begins about 40 miles north of Spokane, and is a long narrow valley, rich in silver ores and containing a good deal of valuable farming and grazing land. Mining operations are carried on at numerous points in the vicinity of the towns of Chewelah and Colville. The Spokane & Northern R. R. runs through both these towns to North Point on the Columbia River.

The Okanogan and Chelan Countries.—North of the Big Bend Country, and on the opposite side of the Columbia River, lie a number of valleys extending through a forest region, separated by low ranges of mountains which contain many tracts of farming and grazing land and have valuable mines of gold, silver, and lead ore. The most important, the Okanogan Valley, reaching from the Columbia to the British line, is a productive mineral district with bottom and bench lands good for agriculture and stock-raising. On Concomully Creek, a tributary of the Okanogan, and at other points, veins of silver and lead are mined. At Palmer Mountain and on the Osnyoos Lake free milling gold ore is worked. The chief towns are Ruby, Concomully, Oro, and Loomiston. The Methow Valley is narrow but fertile, and offers homes for many farmers and stockmen, and there are deposits of valuable minerals in the mountains along the stream. Lake



RIVER VIEW, PORTLAND, OREGON.

Chelan is a beautiful body of water 50 miles long and from 1 to 4 wide, beginning in a rolling, open country and extending far into the heart of the Cascade Mountains.

IN NORTHERN IDAHO, adjoining the Palouse Country on the east, are the equally fertile POTLACH, CLEARWATER, AND CAMAS PRAIRIE COUNTRIES which can be reached from Juliaetta, the present terminus of the Spokane & Palouse R. R.

OREGON.

Oregon and Washington are closely associated in their transportation systems, their general business, and social life. The two States are alike divided into two distinct climatic regions by the Cascade Mountains, and resemble each other in topography and natural resources.

CITIES AND TOWNS IN WESTERN WASHINGTON.

Tacoma, Wash.—Population, January, 1893, 50,000; is located on Commencement Bay, Puget Sound. It is the Puget Sound terminus of the main line of the Northern Pacific Railroad, and the northern terminus of its Pacific Division, leading to Gray's Harbor, to South Bend, Willapa Harbor, the Pacific Coast, and to Portland, Oregon.

Seattle, Wash.—Population in January, 1893, 50,000; is an important commercial city, and it controls a large steamboat interest. It has an excellent harbor on Elliott Bay. It is connected with the Northern Pacific System by the Pacific Division and the Seattle, Lake Shore & Eastern Division running north to British Columbia.

of the Northern Pacific, which also extends westward to Gray's Harbor. Steamboats run to Tacoma, Seattle, and various lumbering camps along the Sound. A timbered farming country is tributary to Olympia. It has a U. S. district land office.

Carbonado, Wilkeson, and South Prairie, Wash.—Are coal-mining towns on spurs of the Cascade Division of the Northern Pacific Railroad east of Tacoma. Carbonado has 1,500 inhabitants, Wilkeson 300, and South Prairie 300.

Sumas, Wash.—Population 500, is the northern terminus of the Seattle, Lake Shore & Eastern Division of the Northern Pacific R. R. It is on the Snohomish, a navigable stream, and the trading point for a fine farming timber country.

New Whatcom, Wash.—Population 7,000, is situated on Bellinzum Bay, opposite the base of the State of Justice. It is about 100 miles from the ocean, with lumber and coal interests, and an extensive agricultural country lying between it and the Cascade Mountains.

Centralia and Chehalis, Wash.—Are flourishing towns, 4 miles apart, on the Chehalis River, and on the Pacific Division Northern Pacific R. R. Population 3,000. A Northern Pacific branch is operated from Centralia to Gray's Harbor, and one from Chehalis to South Bend, Willapa Harbor.

South Bend, Wash.—Population 3,500, is an important new seaport town on Willapa Harbor—excellent harbor, with deep water and a fine anchorage. It is a center for the Willapa Valley, and has a fine farming timber country.

Yanwar, Wash.—Population 3,700, is situated on the north bank of the Columbia River, 6 miles from Portland, Ore. It has a U. S. district land office, and Fort Vancouver is a fine, large military reservation.

Astoria, Ore.—At the mouth of the Columbia, population 7,000; is the center of the salmon fishing industry for Washington, Oregon, and Idaho. It is located on both sides of the Willamette River, about 10 miles above its junction with the Columbia.

Portland, Ore.—Has large trade relations with Washington, and may properly be included in this descriptive article. It is a city of 75,000 people, and is located on both sides of the Willamette River, about 10 miles above its junction with the Columbia.

North Yakima, Wash.—County seat of Yakima County, located on a rich alluvial plain, formed by the junction of the valleys of the Naches, Cowlitz, and Yakima rivers, with a population of 3,000, is supported by extensive irrigated farming districts and cattle and sheep raising.

Ellensburg, Wash.—County seat of Kittitas County; is situated at the lower end of a beautiful and fertile valley known as the Kittitas Basin, which is watered by the Yakima River and its tributaries. In this basin farming is carried on by the aid of irrigation; heavy crops of grain and vegetables are produced year after year without such a thing as failure or even a short crop ever occurring.

Gladwin, Wash.—Population 800; is the junction town of the Roslyn branch with the main line of the Northern Pacific. The development of large deposits of iron ore in this vicinity, and the manufacture of iron and steel, will create new and important industries.

Gold Beach, Wash.—Population 1,000; is the county seat of Clatsop County, a rolling and hilly region lying immediately north of the Columbia River, containing considerable farming country and extensive hilly grass ranges for cattle, sheep, and horses.

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MAP OF WASHINGTON, OREGON AND PART OF IDAHO.

Puget Sound and all interior points in Washington. This route gives them decided advantages over all others in the interest and attractions of the country it traverses. It affords to intending settlers an opportunity to examine the productive agricultural districts through which the line of the Northern Pacific runs.

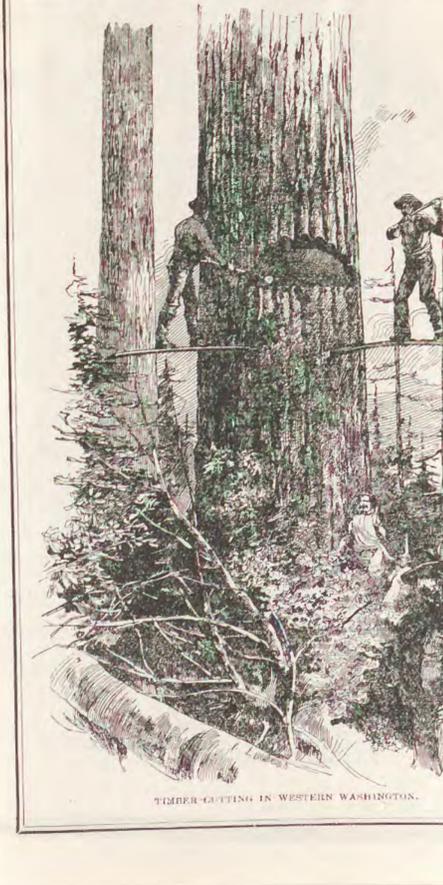
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Washington; to Portland, Oregon, and all Pacific Coast points; to Victoria, British Columbia; to many points in California and Alaska; to Livingston, Yellowstone National Park, Bozeman, Helena, and Butte, Montana; to Minnewaukan, on Devil's Lake, North Dakota; to Glenwood, Battle Lake, and Detroit, Minnesota, and to other points.

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TIMBER-CUTTING IN WESTERN WASHINGTON.

PRESERVE THIS MAP.

This Sectional Land Map

OF WESTERN AND CENTRAL

WASHINGTON

INCLUDES

THE YAKIMA VALLEY,

THE WILLAPA and CHEHALIS VALLEYS,

THE COWLITZ and LOWER COLUMBIA VALLEYS

THE FAMOUS

Puget Sound Country

AND THE

PACIFIC COAST REGION OF WASHINGTON.

IN THESE ATTRACTIVE REGIONS ARE

WHEAT LANDS,

GRAZING LANDS,

TIMBER LANDS,

COAL LANDS,

FRUIT LANDS,

CORN LANDS,

HOP LANDS,

FLAX LANDS,

AND MINES OF

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