

and is the terminus of the narrow gauge road previously spoken of. It has a good school, several churches, a number of stores, and possesses good water power. It is in the midst of one of the finest wheat belts in the Northwest, and is an important shipping point. Wallula lies on the east bank of the Columbia, and is the point of junction of the Northern Pacific and the Oregon Railway & Navigation systems. It is a railroad town and lies in the arid region. When irrigation redeems the adjacent country from its present unproductive condition, the town will no doubt become an important business point.

The methods of agriculture in this region are of the most improved kind. Plowing is done chiefly in the fall, and the great crop is winter wheat. A failure of fall-sown grain has not been known during the quarter of a century of cultivation, and the conditions are such that a failure is almost impossible. Spring opens early, and in March the grain is in an advanced condition. One thing is especially noticeable, and that is the use of the best kinds of machinery. Thousands of dollars are spent annually by the farmers in supplying themselves with the latest and most economical machines and implements. The great house of Knapp, Burrell & Co., whose headquarters are in Portland, maintains a large establishment at Walla Walla, from which everything needed on the farm in the shape of tools, machines, wagons, etc., is supplied to the whole vast agricultural region tributary to the city. The affairs of the firm in this region are managed by Mr. F. H. Barnard, whose acquaintance with the country and the requirements of agriculture there, render him peculiarly fitted to manage so large and important an enterprise. The fact that this great firm finds it advantageous to maintain a large establishment in Walla Walla, is another

evidence of the city's commanding position in this vast agricultural region.

There is one fact which should be impressed on the minds of those who have thoughts of visiting this region in search of a home. One who has read the foregoing pages will at once come to the correct conclusion that all the desirable farming land in the vicinity has been taken up and cultivated for many years. Farther away, and especially in the direction of the dry belt to the northwestward, there is yet much land open to occupation. There is, also, some railroad land yet unsettled upon. He who would find a home within a few miles of the city, or any of the surrounding towns, must purchase the claims of those who have preceded him. These can be had at all prices and in all conditions, from the virgin, unfenced soil to the cultivated land, with farm buildings and improvements. Many farmers have more land than they can profitably cultivate, and will sell; others will dispose of their property in order to retire from active labor, while many others, who have taken up land under the government land law, but for various reasons have never improved their holdings, are prepared to sell at a reasonable price. He who has money to invest will find it more profitable, and far more agreeable to himself and family, to purchase desirable land within reach of churches, schools, railroads, and the social enjoyments of these settled communities, than to go into a more primitive region and encounter the hardships and disadvantages of pioneer life, where he must wait for railroads to come to him, and must deny his children and family the educational and social advantages they would otherwise enjoy. If the intending settler has not the means to purchase land, but is possessed of intelligence and a spirit of industry and patience, he can go into the newer regions, and in a few years create