

there is so much of the fine bottom land that is still vacant that the stock men will not be crowded from the excellent pastures for some years. There is no question but the stock business of the Yakima country is very profitable, but it would hardly be safe to calculate on its future expansion there. As civilization takes possession of a country the stock ranges become more and more confined until finally the business loses its identity and merges with that of general agriculture, as it has in most of the states of the Mississippi valley. And the cattle king seeks new pastures if he can find them where he is at liberty to roam at will.

The Yakima country is also rich in minerals. Placer mining on the Yakima river and south fork of the Tilton is carried on by the Chinese and there are quartz ledges near the Yakima which will undoubtedly be worked when transportation facilities are better. The little prospecting that has been done there is said to yield promising results in gold. Iron is mined quite extensively to the northwest and even in the Tilton valley it is found in paying quantities. Wherever there is a break in the surface from the Lewis river to the southwest to the Wenatchee in the opposite direction, there are outcroppings of coal of various grades of excellence. Coal is everywhere found in abundance sufficient to insure a supply for all the manufacturing that can possibly crowd into the Yakima country, of good quality and at very cheap prices. The only reason why this coal is not now extensively mined is that nearly all portions of Washington contain so much coal that only that most easily reached is worked, leaving the remainder for local uses entirely. At one place on the Natches a vein of coal six feet thick is found and several townships in that immediate vicinity show numberless outcroppings of carboniferous measures. Marble, lime stone, clay, etc., are among the other mineral resources of the Yakima country that are of commercial value. There unquestionably are vast stores of minerals, precious and base, in the eastern slope of the Cascades and these may justly be considered as tributary to the growing metropolis North Yakima.

That a country of such extensive area and rich and varied resources should build up important commercial centers and a diversity of manufacturing interests it is but natural to expect. It is also to be expected that the town situated at the most conveniently accessible point for massing the various products of the valleys and ranges is the one that will command the patronage of the people and grow in proportion as the industries of the country develop. Such a situation has the city of North Yakima, and that it is improving the opportunities that lie at its door is apparent to the most casual observer. Good

wagon roads lead from every direction to North Yakima, and that great transcontinental transportation line, the Northern Pacific, which passes through the city, supplies adequate shipping facilities for the surplus produce of that region. This railway follows the Yakima river more or less closely from its source to its mouth thus passing through the very heart of the Yakima country. There are, of course, several shipping points on the railroad on either side of North Yakima, but that city is recognized as the principal market place and it is there that the great bulk of produce is collected and shipped in large quantities. During 1888 the Northern Pacific receipts at the North Yakima station were \$168,000 00. That railroad forwarded from the city during the year twenty-two hundred bales of hops, three hundred and twenty-five carloads of live stock, two hundred and sixty carloads of hay, sixty-two carloads of vegetables, twenty-seven carloads of potatoes, twenty-one carloads of melons, three carloads of wool and four thousand pounds of leaf tobacco, besides the shipment of less than carload lots which amounted to nearly one-third as much as the total of those mentioned above. These figures form a definite basis for judging of the importance of North Yakima as a shipping point. Of course this total does not represent a great volume of business, but it must be remembered that though the country has unusual natural resources, it is still very new, sparsely settled and in no place thoroughly developed. Previous to the building of the railway, less than four years ago, there was no incentive to production beyond the home needs because there was no market for the produce. Another important fact to be considered is that two-thirds or three-fourths of the people now located in the valley have settled there within the last few years, many of them only last year and have hardly begun to produce for shipment abroad. There is always an active local market for such articles as most farmers getting started in a new country are likely to raise.

One of the surest indications of a rich and promising region is afforded when railroads aim to penetrate it to secure the patronage which shrewd managers see must flow therefrom. In addition to the important line that now traverses the entire length of the Yakima valley, there is now in course of construction the Vancouver, Klickitat & Yakima railway from Vancouver on the Columbia river, only six miles from Portland, up the Lewis river crossing the Cascades at Klickitat pass and thence traversing the Yakima valley to the city of North Yakima. This road is important to the Yakima country because it affords another outlet for its products to an extensive market and the second shipping point on the Pacific coast. Then the Northern Pacific is building