

## THE CITY OF ELLENSBURGH.

ONE of the marvels of the present generation is the growth of that portion of the country which is soon to become the state of Washington. A few years ago it was a thinly populated and almost unknown territory, cut off from the rest of the country, with which it had no railroad connection whatever, and now it is soon to be a great state in our common union, populous, wealthy, and possessing many miles of railroads, which not only traverse its own territory, but give connection by several routes with every portion of the country. To tell the story of its growth is to relate the marvelous progress of its towns, the springing up of commercial points where wealth and population have clustered, and there can be found no better representative than the city of Ellensburg, the city which bears the same relation to Central Washington that Spokane does to the extreme eastern portion of the future state, and Seattle and Tacoma to the extreme western. It has sprung up in less than three years from an almost unknown trading post to a city of commanding importance, not by reason of syndicate operations or systematic booming, but because of its commanding position as a commercial point and the great richness of the resources of the region tributary to it, the development of which is adding thousands to the population of that section, and millions of dollars to its wealth. The mere buying and selling of town lots and the erection of business blocks far in advance of the possible needs of the city is not the kind of growth Ellensburg has been enjoying. On the contrary, it has made its rapid and substantial advancement by extending its trade into new and more distant fields, by establishing industries and by promoting the growth of the country surrounding it.

Ellensburg lies in Kittitas valley, very near the geographical center of the territory, and occupies a most commanding position with reference to the great natural routes of communication between the eastern and western divisions. Its population will soon reach four thousand, all but a few hundred of whom have come within the past three years, and more than half within the past year. Its growth, however, has not been merely in population, but has been equally great in business, wealth, and substantial and costly buildings for both business and residence purposes. Its progress has been made in all lines which lead to a permanent and increasing prosperity. The present business portion of the city occupies a dozen blocks, on which stand, or are in process of erection, a score of fine brick buildings and one or two elegant stone structures. The cheap wooden buildings first erected under the urgent pressure of business in the infancy

of the city are rapidly giving way to these more costly, durable, ornamental and safe structures. During the year 1888 there were erected two hundred and thirty-one buildings in the city, at a total cost of half a million dollars, a record which will probably be largely surpassed in the operations of the current year. City improvement has kept pace with private enterprise. The city is lighted by electricity and supplied with a complete system of water works and a good fire department. Its streets are kept in good condition, and there are many miles of excellent sidewalks. A franchise has been granted for a street railway, one and one-half miles of which must be completed within the first six months.

The resources which have made Ellensburg what it is are but in the infancy of their development, and though the city now has a substantial base upon which to stand, it is nothing when compared with the factors which will contribute to its support in the near future. At this point are located the headquarters of the Cascade division of the Northern Pacific, with all the usual division buildings, including a roundhouse, machine shops, operating headquarters, etc., and the crews of twenty-three trains make this their headquarters. The railroad company disburses about \$40,000.00 a month in wages in Ellensburg, the greater portion of which enters into the business of the town. As a shipping point, it is one of the most important on the line of that great transcontinental road, and its receipts of freight are also very great. Water power in abundance can be had here at nominal cost for the prosecution of the numerous industries that could now be entered into profitably, as well as many others which will find favorable conditions here a few years hence. The Yakima river runs through the valley but a short distance from the town and furnishes a large volume of water at all seasons of the year. A large roller process flouring mill, with a daily capacity of one hundred and fifty barrels, is operated by power from water brought to the city in a large ditch, whose capacity could be almost indefinitely increased. Besides this, there are half a dozen other mills in the immediate vicinity of the city. There are, also, a foundry and machine shop and two planing mills. Wool scouring could be carried on to advantage, as this is the shipping point for the clip of one hundred thousand sheep, and pure water can be had in abundance. A woolen mill would find it a superior location for the same reason, and because the shipping facilities are so excellent. Upon the adjacent ranges graze great bands of cattle, thousands of which are annually sent to market from this station; and this suggests the practicability of meat packing establishments and tanneries, for the latter of which tan bark can be easily procured in the moun-