

erly direction to Foster, on the O. R. & N. railway, thence southerly to Butter creek, a total distance of about thirty miles from Fulton. There is a probability that this line will be extended still farther west toward the Prineville country, in Crook county, traversing the fertile belt lying between the Blue mountains and the Columbia, but this is not contemplated for the present season.

Fifth—A short line from Riverside, on the Walla Walla division, to Prescott, ten miles to the eastward, will probably be constructed.

Thus there is planned for building the present year a total of about one hundred and ninety miles of track, which, added to the mileage already under operation, will give the Hunt system about three hundred and thirty miles of well equipped road. The lines ramify the Inland Empire in such a way that by far the greater part of the territory is tributary to them. They are built for the accommodation of local business, and every facility is afforded for the producers to reach the best market with their goods. The road secures the patronage of those already located in the country through which it is built, and it renders the country accessible to the vast hordes who are seeking good homes. A large amount of capital is invested merely in the construction work of the numerous lines, and hundreds of men and teams are steadily employed throughout the season. Eureka Flat junction is made the general supply point for the construction department for implements, and Hunt's Junction for the iron and ties. The construction department is exceptionally well furnished with every convenience for doing rapid and efficient work. Mr. Hunt owns three saw mills along the Cascade division of the Northern Pacific and cuts all the timber used in building his lines.

The cities which Hunt's railway lines touch are vigorous, thriving, western towns that are enjoying a healthy growth and rapidly extending their business interests in every direction. The largest city is Walla Walla, where the business headquarters of the system is established. It is one of the oldest towns of the northwest and it is known from one end of the country to the other as being in one of the most fertile sections of the United States. It is a city of about seven thousand inhabitants, has water works, electric lights, street cars, three daily newspapers, two banks and a large number of mercantile houses that have a trade so large as to be surprising to any one not fully acquainted with the surrounding country. In the sales of agricultural implements Walla Walla leads the Inland Empire. The territorial penitentiary is located there and the United States maintains a military post about a mile from the business portion of the city. It is the county seat and

has many public and private buildings, such as the court house, schools and colleges, churches, business blocks and residences of striking architectural beauty. A fine new hotel is among the possibilities of the not distant future now that the Hunt line is extended there. Considerable manufacturing is done, principally of flour and agricultural implements, the power being furnished by Mill creek, which flows through the middle of the city. The professions are well represented in Walla Walla and many of the practitioners are of more than local fame. The bulk of the shipping to and from this city is done by the Hunt lines. The next largest town is Pendleton, having a population of between three and four thousand. It is situated at the edge of the Umatilla Indian reservation, arrangements to open which are now in progress. The lands of this reservation will be allotted the coming fall, and there will then be subject to entry by settlers a large tract of as choice land for general farming as can be found anywhere. These lands will not be obtainable for speculators, because one person can take only one hundred and sixty acres and residence of one year on the claim is required of all who secure title to land in that tract. The farms and stock ranches outside the reservation have supported a good growth in the city and the prospects are favorable for a boom as soon as the adjoining lands, now held unimproved by the Indians, are occupied by thrifty settlers. The town has manufacturing of flour and furniture and all the conveniences of a modern city. The city of Union, to which it is proposed to build, is the seat of justice of Union county, and this railway will make it one of the most important places in Eastern Oregon. Summerville is also an enterprising town which the line to Union will touch. The railway will relieve it of the embargo which tedious transportation by stage or freight teams at present places upon its growth. Centerville, Milton, Weston and Dayton are flourishing towns having a large agricultural patronage. At Centerville there is a junction with the O. R. & N. This point is growing rapidly and in a substantial manner. Waitsburg has a fine situation in the heart of the wheat country. It is a town of nearly a thousand inhabitants, has a large flouring mill and does a great volume of general business. Prescott, a number of miles to the west, is another live town having excellent prospects. There are sure to grow up on the line of the road where there has been no previous settlement several towns of considerable size.

The Hunt lines connect with the Northern Pacific railroad at Hunt's Junction, and Mr. Hunt has a traffic agreement with the Northern for fifty years. The Hunt lines drain the country toward the sound and the traffic arrangements are so favorable that it is a