

A WESTERN HOP CENTER.

PUYALLUP, a young city on the Northern Pacific R. R., nine miles east of Tacoma, has attained a wide reputation as a hop center. It is in the valley of the Puyallup river, a stream of considerable size which rises among the melting glaciers of Mt. Rainier, and pursues a tortuous course to the head of that arm of Puget sound known as Commencement bay. In the Puyallup valley are annually produced about 45,000 bales of hops, each bale weighing 190 pounds on the average, and the bulk of the crop is shipped from the city of Puyallup. Large shipments of hops consigned direct to Liverpool are made from Puyallup every year. While its hop yield has made the valley and town known far and wide, there is much more than that one crop, important though it is, to commend Puyallup to popular attention.

When the Northern Pacific railroad was built from Tacoma to the coal mines at Carbonado, some twelve years ago, the town of Puyallup was located, through the efforts of Messrs. E. Meeker and J. P. Stewart, who were large property owners there. Their enterprise has been a very important factor in the growth of the town to its present size. The chief industry of the town for a number of years was a barrel factory. As the country became more thickly settled Puyallup enjoyed a very healthy growth, but during the past year and a half it has made as much progress as during the whole of its previous existence. Its population has doubled, and every branch of business has increased in proportion. The phenomenal growth of Tacoma has brought Puyallup into a position of prominence as the principal suburb of that bustling city. A steam motor line to connect the two is in an advanced stage of construction, and an electric motor road is proposed. One difficulty that has to be overcome is the matter of getting a right of way across the Puyallup Indian reservation that lies between Tacoma and Puyallup and within one mile of the corporation limits of the former. This matter is now being arranged in Washington, and it is expected that right of way will be obtained for another steam motor also, making three motor lines and one standard-gauge railway. Puyallup is also the junction of the Northern Pacific line and the branch going to Seattle.

Puyallup has a full city government, two weekly newspapers, one national and two private banks, with a total capitalization of \$125,000; a public school building, costing \$7,000, which is to be duplicated this year; five churches; a number of large warehouses, and the usual mercantile establishments and miscellaneous shops in a town of 1,500 to 1,800 inhabitants. Among the improvements now assured are a large meat-packing establishment, a saw mill plant guaran-

teeing employment for 120 men, and to have a capacity for sawing 150,000 feet daily, with planing mill and sash and door factory in connection. An electric light and power plant for the city will be operated in connection with the saw mill. This company will construct a railroad southward to its timber, which will open up a valuable section at present having no transportation facilities. A fine hotel, to cost \$35,000, is to be erected this year. This hotel is especially designed for the accommodation of tourists, and it will prove an important addition to the attractions of that locality. Another saw mill, to be located just south of the city, a furniture factory and a starch and glucose factory are in prospect. The city has reached such a stage that it can offer inducements to secure manufacturing institutions and a liberal policy in that regard is being pursued.

Probably the most valuable Indian reservation in the United States, acre for acre, is that occupied by the Puyallups. The Tacoma city limits extend to within a mile of the reservation on one side, and Puyallup, Tacoma's largest and most important suburb, is on the other side. The reservation has an area of about 18,000 acres, three-fourths of which is the choicest bottom land. Included within the reservation is a considerable tract of tide flat, at the head of Commencement bay. The uplands are also rich and particularly adapted to fruit culture. These Indians do not hold their lands in common. Several years ago the reservation was divided and the lands allotted in severalty, but, as now arranged, they amount to about the same as entailed estates, only the succeeding generations of Indians having a right to the soil. Efforts are being made to obtain for the Indians titles in fee simple to their land, so that it can be put upon the market and become available for the uses of civilization. The Indians, however, are more progressive than their race usually is, and they have adopted many of the business habits and modes of life of their white brethren without making a specialty of the evil features. Thousands of bushels of grain, vegetables and fruit, many head of cattle and considerable hay are marketed by the Indians annually, besides the amount necessary for home consumption. There are between 400 and 500 Indians on this reservation, every soul of whom would have more wealth than the average white farmer, if his land had the value on the open market which the ability to transfer title would give it.

While the hop industry is the chief one of the Puyallup valley, the extension of cultivated territory up the river and on the adjacent uplands is giving it a more general prosperity—that is, not limited to the success of any one crop. One of the largest hop growers in the valley reports that the average price for hops, during the past eighteen years at Puyallup, has