

THE YAKIMA HERALD.

Volume I.

NORTH YAKIMA, WASHINGTON TERRITORY, THURSDAY, FEBRUARY 21, 1889.

Number 4.

THE YAKIMA HERALD.

REED & COE, Proprietors.

ISSUED EVERY THURSDAY.

12.00 PER ANNUM, IN ADVANCE.

Advertising Rates Upon Application.

E. M. Reed, Editor and Business Manager.

PROFESSIONAL CARDS.

W. H. WHITE, U. S. Attorney. H. J. SNIVELY, Attorney at Law.

Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

H. J. SNIVELY, Attorney at Law. Office with County Treasurer, at the Court House, North Yakima. Will practice in all the courts of the territory.

WHY I KISSED YOU.

Why did I kiss you? Oh, nonsense! How could a man explain that? With your eyes looking at him from under a cognateish Gainsborough hat; With nothing but lace on your shoulders. And, now, ask me why I kissed you! It would make a preacher swear.

Why did I kiss you? Confound it! I think that was reason enough: To make me tell all my reasons. Is just a little too rough. Oh, of course I knew you were married—There was not much chance to forget—So, perhaps, that was why I did it. And yet—and yet—and yet—

I think that the reason I kissed you was because you were standing so near. While your eyes, thro' the star-lit darkness, Were shining so tender and clear. Your hand, when I tenderly clasped it, Half answered, then trembled with fright—Do you understand, now, why I kissed you, Out there in the darkness last night?

Well, this, then, was why I kissed you: Your throat and your arms were like snow, Your breath was like wine, and your glance, Were languorous, tender and slow; Your lips, like a shell that is scarlet, Were softly uncured, just for this: That a man should lose conscience and reason And honor, all—for one kiss!

So, all in a moment I clasped you, And held you, and kissed you with love. And only the fowers knew it. And God and the angels above; So this, dear, is why I clasped you, And held you, and kissed you—with path: Because I knew never, no never, Would you and I kiss—again.

Disquisitions.

As we notice the many falsehoods repeated concerning what this or that man said, we are apt to say like David, "All men are liars;" and like David, we are apt to be hasty. The fact is, more than three-fourths of the people can not repeat the words of a speaker, especially if the subject be new or complex. Sometimes the misrepresentations are willful.

About fifty years ago, Buchanan was accused of saying that the laborer of the United States ought to work for ten cents a day. He only said that Holland had become rich with a pure metallic currency. At that time unskilled workers sometimes got as low as ten cents a day; hence a mere inference was stated as a matter of fact.

In 1840, General Harrison was accused of saying in a speech at Bellevue, Ohio: "Look at me and you will see a greater man than Napoleon." Now for the facts: When the committee were about to notify him that they were ready for him, they found him talking with a young man whom he had not seen for twelve years, but he knew him at first sight, as he was the son of tenant at South Bend named Sawyer. "Where is your father?" asked he. "In the crowd," said the boy. Harrison would not answer the summons of the committee until he had shaken hands with his old tenant. Pleased with the interview, he commenced his speech with these friends in his mind. "Napoleon had a favorite tune which he often called for; the name of the tune was 'A Man is Never so Happy as When With His Friends.' However, I do not wish to compare myself to Napoleon, for he was a great man, and you can see I am but a small one." Then he told them he was with his friends and he was happy, etc. Many a democrat was willing to swear that he had made the speech as given above.

Thomas Corwin is quoted as saying: "If I were a Mexican as I am an American I would say to the soldiers, 'Have you not room enough to bury your dead? If you have not, come here and we will welcome you with bloody hands and hospital graves.'" Nine-tenths of the most intelligent people believe that the above words are reported verbatim, but the change, only a slight change, makes the sentiment too harsh.

While debating the subject of the Mexican war, his opponents used a Latin phrase which meant, "More room." In answer to this he said: "The senators want more room. If I were a Mexican as I am an American, I would say to you, (the senators), 'Have you not room enough?'" etc. As the soldier is expected to fight for his country, right or wrong, it is not fair to insert the words soldiers in place of senators.

Henry Ward Beecher is accused of saying that "A dollar a day is enough for a working man." He denied this. It is not probable that any prominent man save a lunatic would ever make such an expression. Beecher did say: "A working man can possibly live on a dollar a day."

A Safe Investment

Is one which is guaranteed to bring you satisfactory results, or, in case of failure, a return of purchase price. On this safe plan you can buy from our advertised druggist a bottle of Dr. King's New Discovery for Consumption. It is guaranteed to bring relief in every case, when used for any affection of throat, lungs or chest, such as consumption, inflammation of lungs, bronchitis, asthma, whooping cough, croup, etc. It is pleasant and agreeable to taste, perfectly safe, and can always be depended upon. Trial bottles free at C. B. Bushnell's drug store.

—Why will you go about with that listless air and pale face? Have you no life, no ambition? You seem to care nothing for what transpires around you. The beauties of nature do not interest you, and you feel that life is a burden. If you would have the vigor and elasticity of youth return, enjoy a good hearty meal, and feel like an altogether different person, then take Dr. Henley's Dandelion Tonic. It certainly produces remarkable results. Sold by Allen & Chapman.

A GREAT INVENTION.

Railway System and Travel to be Revolutionized.

One Hundred Miles an Hour—Account of the Test of the New Boynton Bicycle Engine.

The second day of February, at Portland, Maine, was the proudest day in E. Moody Boynton's life. His famous bicycle engine has been running back and forth upon a track built for it in the yard of the Portland company's works, where it was constructed, and where another is to be built at once, as well as several cars of the same style. The popular interest in the thing is astonishing. Thousands of people have been down to see the operation of this curious engine. At one time during the afternoon there must have been 500 people present, including many ladies, but there were also business men, capitalists and a great number of practical railroad men, of whom many came from a distance.

The immense possibilities of the new system appeal very strongly to the imagination. Mr. Boynton, wearing a curious fur cap, and looking more like a minister than a mechanical inventor, rode back and forth for an hour in the second story of his engine, shouting to the boys to keep off the track, but declining to make a speech.

He was asked: "How are you satisfied with the success of the experiments?" "I am perfectly satisfied," he said. "It ran smoother and easier than I or any one else expected, as nothing was complete, and it was the first crude experiment."

"Will you give some details?" "With one quarter steam and a consumption of fifty pounds of coal per hour, the twenty-ton engine was moved back and forth, a majority of times with the steam shut up, working by expansion. There was no friction whatever when running straight. So accurately balanced was it that the wheels, all of them within an inch of the guiding beam, frequently stood entirely still. There was no swaying whatever from side to side, the smoothness, stillness, ease and grace of motion was all that could be desired. It was simply the bicycle running on smooth steel and pushed by steam to which 500 horse power could be applied by increasing the furnace fires. This machine has a wheel 8 feet in diameter, and two engines, each 12x14 stroke. From 550 to 600 revolutions or turns, equivalent to 150 miles per hour, are its piston speed and valve action. It is expected to take four cars, each seating 80 passengers, one hundred miles an hour if necessary. The weight of these cars is twenty-eight tons, or seven tons each. It would require ten palace cars, weighing four hundred tons, or five passenger cars, weighing about half as much, to convey the same number of passengers we carry with twenty-eight tons."

"Then there must be a tremendous saving?" "Not only do we save fivefold in the weight of the train, but the friction of the bicycle spindle wheels is less than one-half of the ordinary double track train. A saving of ten to one in the power required permits the attainment of an average speed of one hundred miles per hour, or the carrying of freight and passengers at the present rate of speed with from five to tenfold saving in power required. The cost of equipment, of wear and tear, will be materially reduced; each single track railway, by this single rail system, becomes a double track, without the purchase of any new land, grading, bridging or tunneling. The only added expense is the upper skeleton frame with guiding beams, sixteen feet above the track, which will cost, when made of wood, from \$1500 to \$3000 per mile, or if made of steel, about \$3000 per mile, exclusive of double length ties, to which the arching steel is fastened. The average cost of tracking roads is about \$30,000 per mile. By this system one-tenth of that sum, with steel, gives ample allowance for every contingent expense. No steel rails are used overhead, only wooden guiding beams, and the wheels scarcely ever touch them, going straight."

"How about safety?" "The safety is nearly absolute, if very high rates of speed are not desired. The safety at one hundred miles per hour will be greater than the ordinary trains at twenty miles. There is no wedging or side strain, or oscillation with the bicycle train, which is grooved both above and below, and cannot leave its track, and when made of steel, fourteen feet deep, it can neither break nor burn. And with additional safety wheels, wrecking is practically impossible. The overhead structure carries the wires with which the engineer can converse in a fog with a train fifty miles away, or with the station master while he is moving 100 miles per hour."

Orders have been given for additional equipment, and President Edward R. Davies and Treasurer George F. Morse of the Portland company have joined with Mr. Boynton in the organization of a Boynton bicycle railway equipment company for the manufacture of the engines and machinery, to be let to the railways of the United States on a fair rental for their use or to be absolutely sold subject to a royalty to the parent Boynton bicycle railway company of 32 Nashua street, New York. The treasurer of the new bicycle equipment company is

George F. Morse, the present treasurer of the Portland locomotive company, whose engines for the past forty years have been known throughout New England and on the Pacific railroads for their high quality. All the patents of the Boynton bicycle railway system in the United States are the property of the New York company, which is organized something like the Bell telephone with a capitalization of \$5,000,000. It was chartered under the New Jersey laws January 30, 1888, and its stockholders embrace some of the best names in New York and Boston, although there is not one speculative name among them. No stock is on the market, and none is sold except for experimental purposes.

Mr. Boynton claims that, should the system save half the present expenditure in transportation, adapted to the billions of dollars of existing railway property, the royalties at one mill per mile for each passenger and the same per ton for freight would produce an income of more than \$70,000,000 annually. It is believed to be applicable to small feeder roads, and less expensive to build and operate than anything heretofore known; that it will take the place of the farmer's wagon at a saving of fifty fold in conveying his freight to the larger roads; that it will open up inaccessible continents like Africa; that it can be applied to wooden rails as well as to steel rails, to electric as well as to steam roads, and to elevated as well as surface roads. With its exceedingly narrow and light train following a single thread of steel, bracketed to the cliffs and gorges of the mountains, it will open up hitherto inaccessible regions, saving a million dollars per mile in the tunneling of mountains. If it doubles the present speed of railways, it makes the city and country one. The freight cars of the system measure forty tons and are designed to carry thirty tons of grain. Six-ton cars of steel, which are fourteen feet deep, thirty-two feet long and four feet wide, are loaded through their allding roof at the top from the storehouses at the prairie and dumped automatically from the narrow sliding bottoms through a canvas pipe into the holds of the ships.

For passenger trains an average speed of 100 miles per hour will be easily obtainable, and the first unfinished bicycle engine in its exhibition proved it. The possibilities of the new bicycle engine many scientific men believe will never be surpassed in transportation either in simplicity, ease, economy or speed, and that the bicycle system of steam, or more likely electricity, transportation will be used until earth ceases to be inhabited. Everybody congratulates Mr. Boynton upon the success now seemingly assured after ten years of thoughtful preparation and experiment, which he believes to be a lasting benefit to mankind, and while leaving to his family an ample fortune, leave him a great name as one of the world's benefactors.

Death of a Prominent N. P. Official.

In the last issue of the HERALD a brief account was given of injuries received by assistant general superintendent N. D. Root of the N. P. R. R., but the particulars were meagre. Although every attention possible was given, Mr. Root died on Thursday, February 14, and his remains were carried through Yakima, by special train, on the following day, to be consigned to the last resting-place at Rochester, N. Y., the early home of the deceased.

The accident which resulted in his death occurred while watching the operations of the steam excavator and unloader, which is engaged in tearing away the bank near the south-end depot at Tacoma. Mr. Root was in the company of chief engineer Kendrick, principal assistant engineer H. S. Huson and superintendent Horner. When a train of flat cars containing earth is unloaded, a plow, which passes the length of the train on top of the cars, is attached to the engine by a long steel cable, which is longer than the train. The locomotive is started with a jerk to overcome the inertia, and as the cars remain stationary, the plow is drawn the length of the train and the earth cast off to one side.

Mr. Root, while watching the work, attempted to pass between the cars and the locomotive. As he started, the signal to move the engine was made, but he did not hear it. His friends shouted, but the noise was too great for him to note the warning, and as he stepped near the cable the locomotive jerked the slack out of it, and the cable struck him in the abdomen, throwing him several feet in the air. His friends ran to his rescue and carried him to his private car. Dr. Davis was immediately summoned and did all that was possible to relieve his intense sufferings, but the injuries were fatal.

Mr. Root was an efficient and eminently practical railroad man, giving close attention to all the important details of railway management, and had but recently been appointed general superintendent of the western division of the Northern Pacific railroad from Helena westward, with headquarters at Helena.

Fifteen years ago he was a telegraph operator on the Michigan Central railroad, and was afterward train dispatcher at Jackson, Mich. In 1878 he was appointed to a responsible position as dispatcher on the Chicago, Burlington & Quincy railroad at Ottumwa, Iowa, which position he held for three years, when he left the "Burlington" and took a position at Brainerd, Minn., as chief dispatcher on the east end of the Northern Pacific.

In the six or seven years he has been connected with the Northern Pacific road, Mr. Root has been dispatcher, division superintendent, assistant superintendent, and assistant general superintendent, and has been considered by the management of the road one of their most efficient men, and withal a man with a kind heart, respected and beloved by all who knew him.

NORTH YAKIMA.

Rapid Growth and Great Resources of the Jewel City of Central Washington.

Evidence of What the Yakima Valley Grows and Sells—Many Advantages in Town and Country.

There are sixty-two business houses in the city of North Yakima, and all of them generally occupied. This will give an idea of the local business. Of course these houses are occupied by every known branch of commerce and trade—from two national banks, whose daily deposits average from \$8000 to \$15,000 per day, some days the deposits have reached \$60,000, while the average deposit balance will equal \$150,000, also from the dealer in general merchandise down to the laundry. In the general sales for the past year, including lumber, coal and the products of two flouring mills, both of the latest improved roller process, also the sales of merchandise, the city of North Yakima, with its 2000 to 2200 inhabitants, has sold in 1888 about two and one-half million dollars. Probably as good an indication of the local business can be arrived at by the shipments of products from the Northern Pacific railway station here as from any other source. It must be remembered that these shipments are those of the surplus, or unused products here at home. The population of the county is variously estimated at from 4850 to 6000. The last census—an inaccurate one, rather under than over—placed the population at 4000 about a year ago. The influx in population since then has been really marvelous, yet no accurate means are at hand to estimate the number of that increase. It would be extremely conservative to place it at 25 per cent, and none of this increase participated in the producing of crops in 1888. The result of 1889 will show more than 25 per cent. increase in these shipments. For the information of the reader we have secured the total business by carload shipped from this station. Possibly one-fourth as much more has been shipped from here in quantities less than carload lots, and these should be included. It should also be borne in mind that not until the advent of the railway, some four years ago or thereabouts, did these farmers endeavor to raise anything more than they needed for home use, as no market existed. In addition, fully two-thirds of these farmers have come here since the railroad came. The total earnings of this station was \$168,000 for 1888. The principal shipments were, 2200 bales of hops, 200 carloads of hay, 298 carloads of live stock, cattle, 19 carloads of horses, shipped east, 8 carloads of sheep, 62 carloads of vegetables, 27 carloads of potatoes, 21 carloads of melons, 2 carloads of wool and 7 cases of leaf tobacco, 4000 pounds, shipped to New York. Not over one-sixth of the available acreage is under cultivation, and ten times as much as is now supplied with water is here awaiting the creation of irrigating ditches and canals. These figures should suggest the possibility of this valley. Its market is the Sound and coast cities, the markets of the world, also via the Sound and Pacific ocean; and it has the towns and country to the east clear to and including St. Paul and Chicago. There is no just reason why this city and county, when they should have reached their maximum in population, should not have in the city 15,000 to 20,000, and the county 40,000 to 50,000. Neither is there any good reason why they should not be eventually among the very wealthiest town and county in Washington territory. For instance, the geographical center of Illinois is Springfield. This Illinois city is wholly supported by agriculture, while the tributary country has not over half the yielding capacity of this county of Yakima. Springfield is over forty years old, and Yakima three to four since its existence was really acknowledged or known. The fact that Springfield is the capital of Illinois. Who knows but that North Yakima may be the capital of Washington. To-day the location of the capital, by common consent, is conceded to this central Washington, and one of two towns must get it—each with apparently equal chances. If a neighboring locality should secure the capital, why should not this city be at least the equal of Jacksonville, Illinois, a neighboring town to Springfield? Jacksonville is a city of 12,000, and a very wealthy city. It is a seat of learning with five or six colleges and academies. Has not this city a parallel opportunity to the cities named? Nowadays cities reach their maximum population in from five to ten years. If this city should have the same experience then in five to seven years hence North Yakima will have 15,000 to 20,000 people and property here, now so very cheap, will then have advanced 1000 per cent. All the material elements that go to make a big and prosperous city are here. This people are the equal of any city in the universe in point of morals, education, stability, energy, economy and application. They are distinctively a progressive people who value educational opportunities. The handsome two-story brick school house now here, a fifty thousand dollar building when entirely completed and extremely modern, is evidence of their intentions and desire in this direction. Another building even better than this one, will soon be erected, as the need for it now exists. There are sixteen organized districts or townships in Yakima county to-

day. The area of the county covers about 7000 square miles, or the equivalent of 70x100 miles. There are twenty-six school districts in the county in each of which some kind of a school building exists. The class of teachers employed are among the best—the system of examination enforcing this—all of which explain the character of this people. The school indebtedness of the county is nominal or trivial, the total county indebtedness being only about \$100,000. This sum has been required for the construction of bridges chiefly. So many valued and desirable streams—the main life and sustenance of the county—require frequent bridging to enable farmers to get into the town, and the people are not penurious in their own interests. These county bonds were most readily sold at par—some days the deposits have reached \$60,000, while the average deposit balance will equal \$150,000, also from the dealer in general merchandise down to the laundry. In the general sales for the past year, including lumber, coal and the products of two flouring mills, both of the latest improved roller process, also the sales of merchandise, the city of North Yakima, with its 2000 to 2200 inhabitants, has sold in 1888 about two and one-half million dollars. Probably as good an indication of the local business can be arrived at by the shipments of products from the Northern Pacific railway station here as from any other source. It must be remembered that these shipments are those of the surplus, or unused products here at home. The population of the county is variously estimated at from 4850 to 6000. The last census—an inaccurate one, rather under than over—placed the population at 4000 about a year ago. The influx in population since then has been really marvelous, yet no accurate means are at hand to estimate the number of that increase. It would be extremely conservative to place it at 25 per cent, and none of this increase participated in the producing of crops in 1888. The result of 1889 will show more than 25 per cent. increase in these shipments. For the information of the reader we have secured the total business by carload shipped from this station. Possibly one-fourth as much more has been shipped from here in quantities less than carload lots, and these should be included. It should also be borne in mind that not until the advent of the railway, some four years ago or thereabouts, did these farmers endeavor to raise anything more than they needed for home use, as no market existed. In addition, fully two-thirds of these farmers have come here since the railroad came. The total earnings of this station was \$168,000 for 1888. The principal shipments were, 2200 bales of hops, 200 carloads of hay, 298 carloads of live stock, cattle, 19 carloads of horses, shipped east, 8 carloads of sheep, 62 carloads of vegetables, 27 carloads of potatoes, 21 carloads of melons, 2 carloads of wool and 7 cases of leaf tobacco, 4000 pounds, shipped to New York. Not over one-sixth of the available acreage is under cultivation, and ten times as much as is now supplied with water is here awaiting the creation of irrigating ditches and canals. These figures should suggest the possibility of this valley. Its market is the Sound and coast cities, the markets of the world, also via the Sound and Pacific ocean; and it has the towns and country to the east clear to and including St. Paul and Chicago. There is no just reason why this city and county, when they should have reached their maximum in population, should not have in the city 15,000 to 20,000, and the county 40,000 to 50,000. Neither is there any good reason why they should not be eventually among the very wealthiest town and county in Washington territory. For instance, the geographical center of Illinois is Springfield. This Illinois city is wholly supported by agriculture, while the tributary country has not over half the yielding capacity of this county of Yakima. Springfield is over forty years old, and Yakima three to four since its existence was really acknowledged or known. The fact that Springfield is the capital of Illinois. Who knows but that North Yakima may be the capital of Washington. To-day the location of the capital, by common consent, is conceded to this central Washington, and one of two towns must get it—each with apparently equal chances. If a neighboring locality should secure the capital, why should not this city be at least the equal of Jacksonville, Illinois, a neighboring town to Springfield? Jacksonville is a city of 12,000, and a very wealthy city. It is a seat of learning with five or six colleges and academies. Has not this city a parallel opportunity to the cities named? Nowadays cities reach their maximum population in from five to ten years. If this city should have the same experience then in five to seven years hence North Yakima will have 15,000 to 20,000 people and property here, now so very cheap, will then have advanced 1000 per cent. All the material elements that go to make a big and prosperous city are here. This people are the equal of any city in the universe in point of morals, education, stability, energy, economy and application. They are distinctively a progressive people who value educational opportunities. The handsome two-story brick school house now here, a fifty thousand dollar building when entirely completed and extremely modern, is evidence of their intentions and desire in this direction. Another building even better than this one, will soon be erected, as the need for it now exists. There are sixteen organized districts or townships in Yakima county to-

day. The area of the county covers about 7000 square miles, or the equivalent of 70x100 miles. There are twenty-six school districts in the county in each of which some kind of a school building exists. The class of teachers employed are among the best—the system of examination enforcing this—all of which explain the character of this people. The school indebtedness of the county is nominal or trivial, the total county indebtedness being only about \$100,000. This sum has been required for the construction of bridges chiefly. So many valued and desirable streams—the main life and sustenance of the county—require frequent bridging to enable farmers to get into the town, and the people are not penurious in their own interests. These county bonds were most readily sold at par—some days the deposits have reached \$60,000, while the average deposit balance will equal \$150,000, also from the dealer in general merchandise down to the laundry. In the general sales for the past year, including lumber, coal and the products of two flouring mills, both of the latest improved roller process, also the sales of merchandise, the city of North Yakima, with its 2000 to 2200 inhabitants, has sold in 1888 about two and one-half million dollars. Probably as good an indication of the local business can be arrived at by the shipments of products from the Northern Pacific railway station here as from any other source. It must be remembered that these shipments are those of the surplus, or unused products here at home. The population of the county is variously estimated at from 4850 to 6000. The last census—an inaccurate one, rather under than over—placed the population at 4000 about a year ago. The influx in population since then has been really marvelous, yet no accurate means are at hand to estimate the number of that increase. It would be extremely conservative to place it at 25 per cent, and none of this increase participated in the producing of crops in 1888. The result of 1889 will show more than 25 per cent. increase in these shipments. For the information of the reader we have secured the total business by carload shipped from this station. Possibly one-fourth as much more has been shipped from here in quantities less than carload lots, and these should be included. It should also be borne in mind that not until the advent of the railway, some four years ago or thereabouts, did these farmers endeavor to raise anything more than they needed for home use, as no market existed. In addition, fully two-thirds of these farmers have come here since the railroad came. The total earnings of this station was \$168,000 for 1888. The principal shipments were, 2200 bales of hops, 200 carloads of hay, 298 carloads of live stock, cattle, 19 carloads of horses, shipped east, 8 carloads of sheep, 62 carloads of vegetables, 27 carloads of potatoes, 21 carloads of melons, 2 carloads of wool and 7 cases of leaf tobacco, 4000 pounds, shipped to New York. Not over one-sixth of the available acreage is under cultivation, and ten times as much as is now supplied with water is here awaiting the creation of irrigating ditches and canals. These figures should suggest the possibility of this valley. Its market is the Sound and coast cities, the markets of the world, also via the Sound and Pacific ocean; and it has the towns and country to the east clear to and including St. Paul and Chicago. There is no just reason why this city and county, when they should have reached their maximum in population, should not have in the city 15,000 to 20,000, and the county 40,000 to 50,000. Neither is there any good reason why they should not be eventually among the very wealthiest town and county in Washington territory. For instance, the geographical center of Illinois is Springfield. This Illinois city is wholly supported by agriculture, while the tributary country has not over half the yielding capacity of this county of Yakima. Springfield is over forty years old, and Yakima three to four since its existence was really acknowledged or known. The fact that Springfield is the capital of Illinois. Who knows but that North Yakima may be the capital of Washington. To-day the location of the capital, by common consent, is conceded to this central Washington, and one of two towns must get it—each with apparently equal chances. If a neighboring locality should secure the capital, why should not this city be at least the equal of Jacksonville, Illinois, a neighboring town to Springfield? Jacksonville is a city of 12,000, and a very wealthy city. It is a seat of learning with five or six colleges and academies. Has not this city a parallel opportunity to the cities named? Nowadays cities reach their maximum population in from five to ten years. If this city should have the same experience then in five to seven years hence North Yakima will have 15,000 to 20,000 people and property here, now so very cheap, will then have advanced 1000 per cent. All the material elements that go to make a big and prosperous city are here. This people are the equal of any city in the universe in point of morals, education, stability, energy, economy and application. They are distinctively a progressive people who value educational opportunities. The handsome two-story brick school house now here, a fifty thousand dollar building when entirely completed and extremely modern, is evidence of their intentions and desire in this direction. Another building even better than this one, will soon be erected, as the need for it now exists. There are sixteen organized districts or townships in Yakima county to-

day. The area of the county covers about 7000 square miles, or the equivalent of 70x100 miles. There are twenty-six school districts in the county in each of which some kind of a school building exists. The class of teachers employed are among the best—the system of examination enforcing this—all of which explain the character of this people. The school indebtedness of the county is nominal or trivial, the total county indebtedness being only about \$100,000. This sum has been required for the construction of bridges chiefly. So many valued and desirable streams—the main life and sustenance of the county—require frequent bridging to enable farmers to get into the town, and the people are not penurious in their own interests. These county bonds were most readily sold at par—some days the deposits have reached \$60,000, while the average deposit balance will equal \$150,000, also from the dealer in general merchandise down to the laundry. In the general sales for the past year, including lumber, coal and the products of two flouring mills, both of the latest improved roller process, also the sales of merchandise, the city of North Yakima, with its 2000 to 2200 inhabitants, has sold in 1888 about two and one-half million dollars. Probably as good an indication of the local business can be arrived at by the shipments of products from the Northern Pacific railway station here as from any other source. It must be remembered that these shipments are those of the surplus, or unused products here at home. The population of the county is variously estimated at from 4850 to 6000. The last census—an inaccurate one, rather under than over—placed the population at 4000 about a year ago. The influx in population since then has been really marvelous, yet no accurate means are at hand to estimate the number of that increase. It would be extremely conservative to place it at 25 per cent, and none of this increase participated in the producing of crops in 1888. The result of 1889 will show more than 25 per cent. increase in these shipments. For the information of the reader we have secured the total business by carload shipped from this station. Possibly one-fourth as much more has been shipped from here in quantities less than carload lots, and these should be included. It should also be borne in mind that not until the advent of the railway, some four years ago or thereabouts, did these farmers endeavor to raise anything more than they needed for home use, as no market existed. In addition, fully two-thirds of these farmers have come here since the railroad came. The total earnings of this