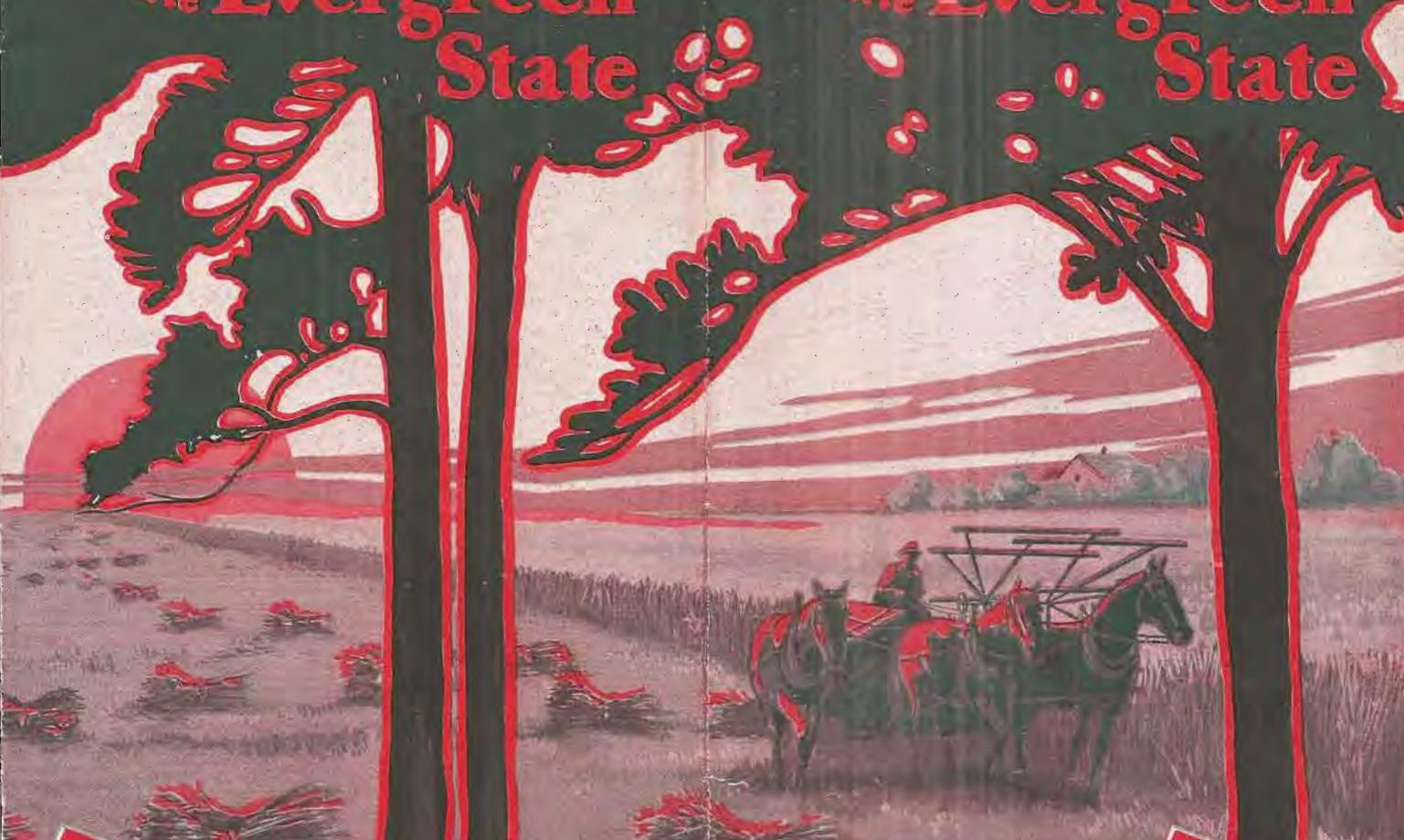


WASHINGTON

the Evergreen
State

WASHINGTON

the Evergreen
State



**CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC**



**CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC**



**THE LAND
OF
DIVERSIFIED
RESOURCES**

**THE LAND
OF
DIVERSIFIED
RESOURCES**





Harvesting oats in the Kittitas Valley

WASHINGTON

Is divided by the Cascade Mountains into two distinct sections—Eastern Washington and Western Washington—differing in soil, temperature, rainfall and vegetation.

Eastern Washington is a district of dry-farming and irrigation. Plenty of sunshine characterizes the entire region. The annual rainfall is light—25 inches along the foot of the Cascade Mountains and the Washington-Idaho State Line; 6 inches along the Columbia River. The summers are warm; and in winter, zero weather is about the usual minimum. A dry atmosphere takes the edge off the cold as well as the heat. Summer nights are usually made refreshing by a cool breeze.

In general, it is a rolling, sparsely timbered plateau, with an elevation of 700 to 2,700 feet. It includes the great wheat belt and the apple orchards, for which Washington is famous. The climate and soil combine to produce apples with a color, size and flavor not easily surpassed. Orchardng here is a business. Every attention is given to pruning, spraying, cultivation, sorting and packing, so that Washington apples under several brands find their way to the top in the world markets.

Western Washington as a whole is rough and heavily timbered. The winters are mild with many

moist and cloudy days. Temperature, winter and summer, varies from north to south and with the altitude and distance from salt water; the general winter temperature being around 40 above zero; the summer temperature, 62 above. The annual rainfall varies every few miles, ranging from 15 inches at Sequim to 138 at some points along the Coast. There are no poisonous snakes. Thunder and lightning are rarities.

This section is especially adapted to dairying, but aside from this feature, it is essentially a country for diversified and intensive small-scale farming. Cherries, prunes and plums, as well as berries of every kind, are raised in abundance and of very fine quality, loganberries being most particularly at home west of the Cascades. Poultry has also a very considerable place among the products of this region.

Because of the latitude, the entire state enjoys long summer days. In June, daylight breaks by three a.m. and does not vanish before nine p.m. This gives a very long growing period. An added one to three feet on trees, six feet on loganberry vines, eighteen feet on Himalaya blackberries, each season, is mute testimony to the agricultural value of these daylight hours.



Cutting alfalfa in the Priest Rapids Valley
Orchard Irrigation

Sheep are money makers on cutover land on the
Olympic Peninsula

Dairy farm near Monroe
Blackberries near Snohomish

The State Agricultural College at Pullman, one State Normal at Cheney, one at Ellensburg, one at Bellingham, and the State University at Seattle, represent the State's educational efforts. Added to these are many denominational and private schools.

Speaking of the educational system of Washington, the U. S. Commissioner of Education said recently that from any standpoint of comparison this state ranks among the first ten states of the Union. In point of expenditure per child, Washington ranks high—\$97.83 for current expenses and \$123.14 for total.

Substantial school buildings, adequate equipment and competent teachers are characteristic of the rural communities, and there are many rural high schools.

Grant, a typical agricultural county, with an average daily attendance of 1520 pupils, has 62 school houses and 112 teachers. Clallam, a logging, lumbering and agricultural county, with an average daily attendance of 2000 has 96 teachers and 38 school houses. Pacific, a similar county, with an average daily attendance of 2982 has 43 school houses and 149 teachers.

THE SPOKANE COUNTRY

This region lies in both Washington and Idaho but attention will be given herein only to that portion west of the Washington-Idaho State

Line and contiguous to The Milwaukee Road.

What has been said relative to the climate of Eastern Washington as a whole, will apply to the Spokane country. The average low temperature for winter runs below freezing. The summers are warm, the mean maximum temperature being about 75 above zero.

From the city limits of Spokane eastward for 30 miles along the Spokane river, lies the fertile Spokane valley. With a rainfall of less than 20 inches per year in this valley dry farming or irrigation is necessary. Both have been used successfully. For irrigation, water is obtained from the Spokane river, from nearby lakes and from wells. About 18,000 acres are under irrigation, of which some 12,000 acres are in apple orchards, 20,000 acres more can be irrigated, and in all probability these will be supplied with water within the next few years.

The soil is gravelly and well adapted to the growing of apples, cherries, pears, cantaloupes and general garden truck. Apples, however, absorb the larger effort in the western half of this valley. While the orchards are developing, the ranchers find it profitable to raise cucumbers, egg plant, tomatoes and similar vegetables for the Spokane market. Others devote their attention to hogs, cows or poultry and forge ahead.

Improved land sells for \$250 to \$400 per acre, including water right. Undeveloped land sells for \$60 to \$150 per acre, without water right, the price

depending upon location and whether it needs clearing of surface rock or is in shape for immediate cropping. The water right will cost about \$100 per acre. Fencing costs about \$6.00 per acre, and the annual maintenance charge for water ranges from \$2.50 to \$10 per acre.

Spokane, with its 120,000 inhabitants, together with the nearby mining districts, furnishes an ample market for the produce of this region, except apples, which are shipped east.

The valley is 4 to 8 miles wide, bordered on both sides by mountains and hills. The surface is gently rolling. It is intersected by many good roads, and orchards are everywhere. Almost surrounded by a country of mountain, forest, lake and stream, probably second to none in what it holds for the vacationist and sportsman, and with the city close at hand, this valley offers much to the homeseeker.

Opportunity, on a branch of The Milwaukee Road lies in the heart of this district.

In the Palouse country, 25 miles to the south of Spokane, dry farming prevails. This is one of the great wheat sections of the state, but the Palouse farmers are more and more diversifying with alfalfa, peas, beans, corn and livestock, as they find it both possible and profitable under dry-farming methods. Even apples are being successfully grown without irrigation. The character of the soil and a rainfall

timed to the growing season, make this possible.

The Milwaukee railroad serves the northern part of this region, Rosalia and Tekoa being the principal towns through which it passes. Lands in the Palouse range from \$75 to \$100 per acre.

THE MOSES LAKE COUNTRY

Is 111 miles from Spokane and 150 from Seattle. A branch line running north from Warden on the C. M. St. P. & P. R. R. provides railroad service, and good, gravel, auto roads connect it with the surrounding country. It lies along Moses Lake, a body of fresh water some 18 miles long and $\frac{1}{4}$ mile wide.

The ground rises from the lake in benches, each but slightly rolling and generally level. The soil is volcanic ash. The raw land is covered with sage brush.

The rainfall being very light, irrigation is necessary. Water for this purpose is pumped from the lake and from wells. These wells are 25 feet to 75 feet deep and provide an ample water supply, 750 gallons per minute being pumped from some of them without lowering the water more than 18 inches.

Some 2,000 acres are under irrigation. Most of this is in orchard, largely apples, for which this district is eminently suited. 15,000 acres may be watered from the lake, and as much more from wells.

The average dates for early Spring and late Fall frosts are April 15th and October 20th, giving a



Electricity is rapidly supplanting gasoline for pumping—hydro-electric power plant near Port Angeles

Rye in Whatcom County 7 feet 8 inches high
Heads $7\frac{1}{2}$ inches long

Strawberries near Lynden

Poultry raising is one of the sure industries of the state

Neppel, a thriving town in the Moses Lake Country

Oats in the Peone Valley near Spokane



Grapes in the Moses Lake District

The raw land is covered with sage brush. A few years of cultivation transforms it into a productive orchard

Red raspberries, Pierce County

Apricot orchard in the Spokane District

Loganberries are particularly at home in the soil and climate west of the Cascades

Three year old pear tree

Red raspberries have proven very profitable—a berry ranch in Pierce County

growing season of 189 days. With 18 hours of daylight during this season, vegetation shows tremendous growths. Alfalfa yields four cuttings per year totaling 7 or 8 tons per acre. Potatoes yield as high as 325 bushels per acre. Grapes, cantaloupes and watermelons have done remarkably well both as to quality and quantity. Temperate zone tree fruits of all kinds produce abundantly, but this is a high grade apple district and apples command the most attention.

Good land may be purchased at \$200 to \$250 per acre, including well and pumping plant, or under plants pumping from the lake. Pumping has been done by gasoline engine but electricity, recently brought in, is rapidly replacing gasoline. To lift the water 40 feet and carry it $\frac{1}{4}$ mile, for one 20-acre ranch, costs \$6 to \$8 per acre per year for power. This is typical of the district although where larger areas are under one pumping plant, the cost is less. To clear, level and ditch for water, the cost is estimated at \$15 to \$25 per acre; to fence (rabbit proof fence) about \$10 per acre. To plant to apple trees will cost from \$75 to \$100 per acre.

Neppel, the community center, lies on the east shore of the lake. Electric light and water systems furnish modern conveniences. A creamery, equipped and practically ready for business, awaits a little further devel-

opment of the dairy interests. A splendid high and grade school and two church organizations evidence the attention given to other than material things. Alfalfa is fed to the sheep that winter here, and shipped to the coast for the off season there. Apples go largely to eastern markets. Drinking water is good throughout the district.

THE PRIEST RAPIDS VALLEY

Lies about midway between Spokane and Seattle along a branch line of the C. M. St. P. & P. R. R. running south from Beverly. It comprises about 100,000 acres of which 4,000 acres are under cultivation. It is a gently rolling plain about 50 miles long rising gradually from the river to an average elevation of 450 feet above sea level.

Irrigation rules here also. About half the cultivated area is watered from the canal of the Consumers' Ditch Co. The remainder is watered by private pumping plants some of which take their water from the river but most of them from private wells. The State Agricultural College says of these wells:

"The average depth is about twenty-eight feet * * * A pump which drew from one well 1,100 gallons per minute, lowered the water level about two feet and then



Log pond and saw mill at Port Angeles

Part of business district and water front Tacoma

Dairy farm at Carnation near Seattle

Snowballing in June on Mt. Rainier

Portion of water front at Seattle

World's Champion Milk cow, Segis Pietertje, Prospect 1448 lbs. butter in one year. Carnation Dairy farm

Highway in the Olympic Forest

the water level remained constant.
* * * * The permanency of the underground water is assured by the permanency of the Columbia River."

The soil is largely silt. The raw land is covered by sage brush. Good raw land may be obtained at \$25 to \$100 per acre. To sink a well, curb it and install an electric pumping plant will cost \$1,000 for 20 acres. Clearing, leveling and preliminary ditches will cost from \$20 to \$25 per acre; fencing (rabbit proof fence) \$10 per acre.

Compared with the upper Mississippi Valley, the winters are mild. Ranchers work outside most of the year. Summer days are warm but nights are usually cool. The average date of the last killing frost of Spring is April 4th; of the first Fall frost, October 22nd, giving 201 days of growing weather.

This means early maturity of fruits and vegetables with the result that the ranchers get their products on to an early market all the way from Chicago to Alaska. Early Bing cherries, from this district, bring 30 cents per pound, while later cherries command only about half as much. Early apples in 20 pound boxes are sold from \$1.00 to \$1.50 per box. Fruit growing is the predominant interest. Early varieties of cherries, strawberries and apples have proven very profitable. Grapes have been grown

with gratifying results.

Tokays from this district equal the best grown in California and have a flavor all their own. Asparagus has also proven a good revenue producer. Alfalfa is a necessary and satisfactory crop. Many sheep are wintered here and so create a local demand for alfalfa, while a considerable quantity goes to the "west side" to feed their dairy herds.

Electric power and telephone lines cover the district. Both Hanford and White Bluffs have privately owned and operated water systems, and both support grade and high schools with an efficient corps of teachers and a splendid equipment.

The first Soldier Land Settlement Project of the state is located here. All land under this particular project has been taken up, and many settlers are coming in from the old irrigated districts, taking up other and equally desirable land. Good drinking water is easily obtainable.

THE KITTITAS VALLEY

This is the name given to a fine, level strip of country some thirty miles long by twenty wide lying along the Yakima river. The C. M. St. P. & P. R. R. crosses its length just before beginning the climb to the summit of the Cascade Mountains. The annual precipitation is about 25 inches, much of which comes as snow. The average low temperature for winter is

24 above. For summer the average high temperature is 72 above. The ranchers carry on by dry-farming and by irrigation. Raw land under the proposed high-line canal can be had for \$45 to \$70 per acre. The best land under one canal is quoted at \$200 to \$350 per acre, water cost being \$0.75 to \$1.50 per acre per year.

Under another canal the land sells for \$75 to \$150 per acre, water costing \$6 per acre per year. Land with creek rights can be had for \$60 to \$350 per acre. Timothy hay from this valley bears an enviable reputation and is produced in large quantities. "Ellensburg Butter" also stands very high and the demand is greater than the supply. But the tendency here as elsewhere in the state, is toward diversified farming. Ellensburg, a thriving modern city is the metropolis of this district. One of Washington's three normal schools is located here.

THE OLYMPIC PENINSULA

This designation applies to the country between Hoods Canal and the Pacific Ocean but most of the agricultural possibilities are found in the ninety mile strip between the Straits and the Olympic Mountains.

West of Lake Crescent the country is heavily timbered. About 6,000 acres are cleared and under cultivation, much of this being devoted to dairying for which it is well adapted. The rainfall is heavy. The soils are sandy loam and clay and very productive. The greatest stand of spruce timber in the U. S. is found in this section.

In the district about Port Angeles, approximately 10,000 acres are under cultivation, with 35,000 acres of logged off land available, which may be purchased for \$30 to \$50 per acre. The rainfall varies from 20 inches at McDonald Creek to 43 inches at Lake Crescent. There are many deep ravines but the surface generally is level or rolling. Much of the land is covered by light growth forest. The soil is a fine, sandy loam well supplied with organic matter and nitrogen. Dry farming has been carried on successfully for many years in this section, mostly as an adjunct to the dairy. Dairying, cattle raising and berries seem to be the best ventures for these logged-off lands.

East of McDonald Creek lie the highly fertile Sequim, Dungeness lands with fine, level stretches in the bottoms or on benches easily reached. Dry farming has been carried on here since 1852. This meant dairying and large farms but with irrigation the large farms are disappearing. About 23,000 acres are under irrigation. It is possible to irrigate 35,000 more, and plans under way will take care of a third of this acreage, perhaps more. So far, \$25 per acre is the highest cost for any of these irrigation projects, the initial cost for some of them being as low as \$8.00. Maintenance costs run from 25 cents to \$1.25 per acre per year.

All of this section has been heavily timbered but most of it is cut-over land now covered by stumps or with thick-set small deciduous trees and second-growth evergreens. Desirable land of this character, with water right, may be purchased at \$50 to \$75 per acre on reasonable terms.

Cherry, prune and plum trees produce abundantly, but small soft fruits such as strawberries, loganberries, raspberries, currants, do amazingly well. It is also an ideal section for poultry and bees. Alfalfa yields 8 to 10 tons per acre with two cuttings.

The county contains many shingle and saw mills. A large pulp mill and a box board factory are located in Port Angeles. Both are assured of raw material for many years. The employes of these and other scattering industries on the Peninsula, together with several canneries, afford an immediate local market, as also the summer resort hotels throughout the county. Added to this is the demand from the several Sound cities, principally Seattle with its 350,000 consumers, and from Alaska.

Port Angeles, the county-seat, with its 6,000 inhabitants possesses a well-equipped high school and several grade schools; Sequim also supports a high and grade school. Everywhere in the Olympic Peninsula splendid drinking water is found in abundance.

This section is served locally by The Milwaukee Road which maintains double daily service between Port Angeles and Seattle in connection with the Puget Sound Navigation Co., the trip between Port Angeles and Seattle occupying 5 hours. Steamers are also operated between Seattle and Port Angeles and other points along the Straits as far as Neah Bay.

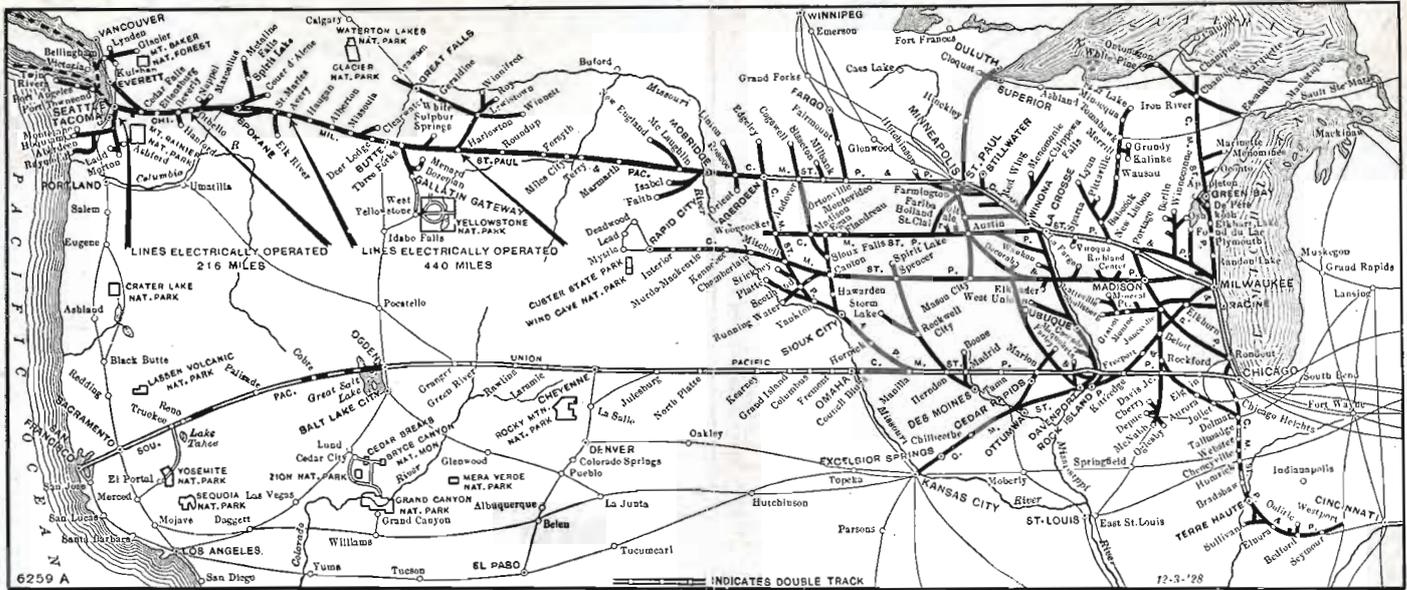
THROUGH TRAIN SERVICE

Two trans-continental all-steel trains, "The Olympian" and "The Columbian," are operated daily between Chicago, Spokane, Seattle, and Tacoma via Milwaukee, St. Paul, Minneapolis, Aberdeen, Miles City, Three Forks, Butte, and Missoula. They are equipped with standard and tourist sleeping cars, dining cars, and coaches and are operated electrically over the Belt, Rocky, Bitter Root and Cascades. There is no extra fare charged on either of these trains, passengers holding all classes of tickets being permitted to ride on them.

FURTHER INFORMATION

We will be glad to furnish information about passenger fares and train service, farm lands, etc. If there is any point in this folder upon which further particulars are desired, do not hesitate to write, asking as many questions as necessary, and we will cheerfully supply the desired information.

E. E. BREWER, Immigration Agent
THE MILWAUKEE ROAD
816 Union Station Chicago, Ill.

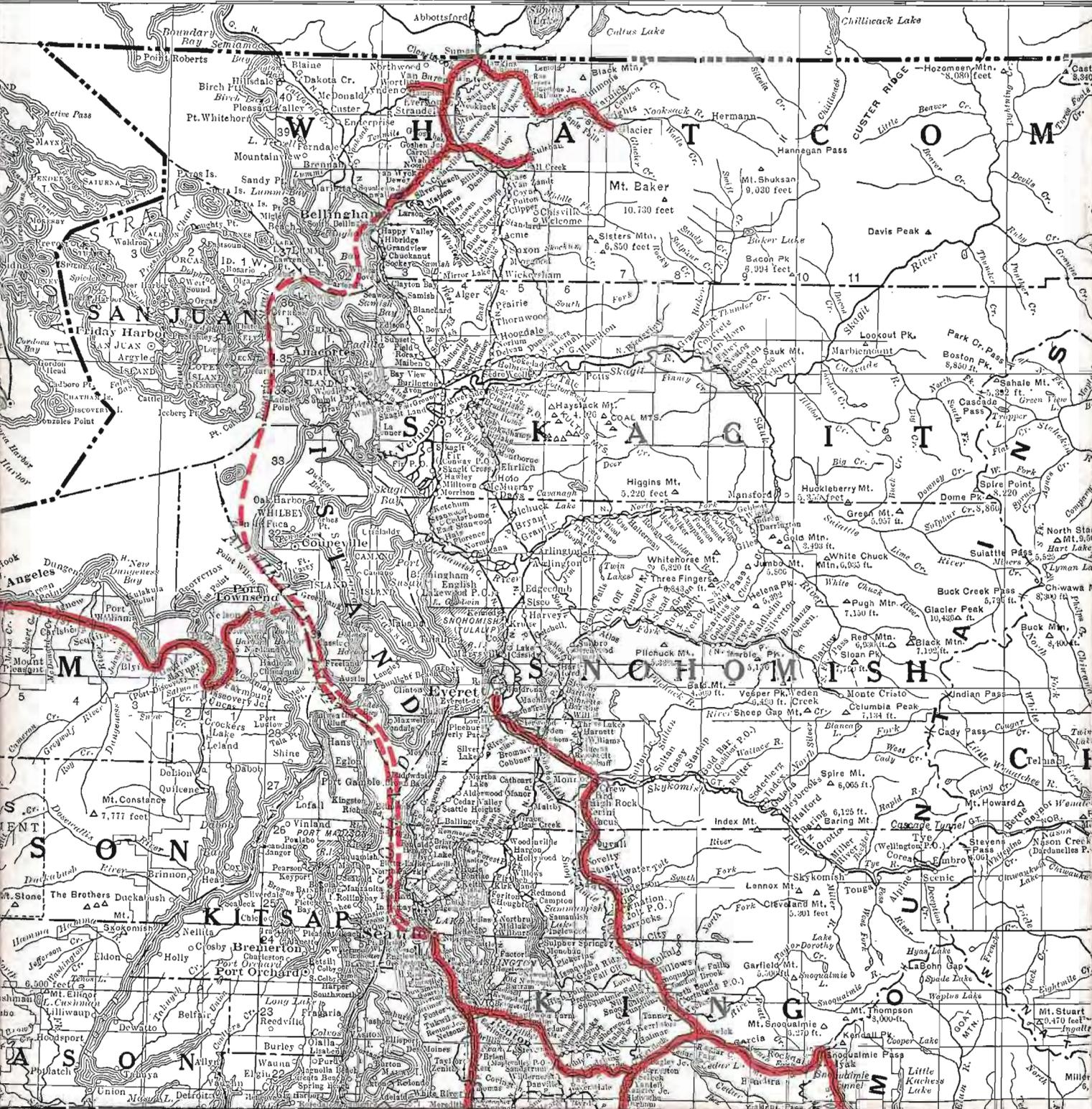


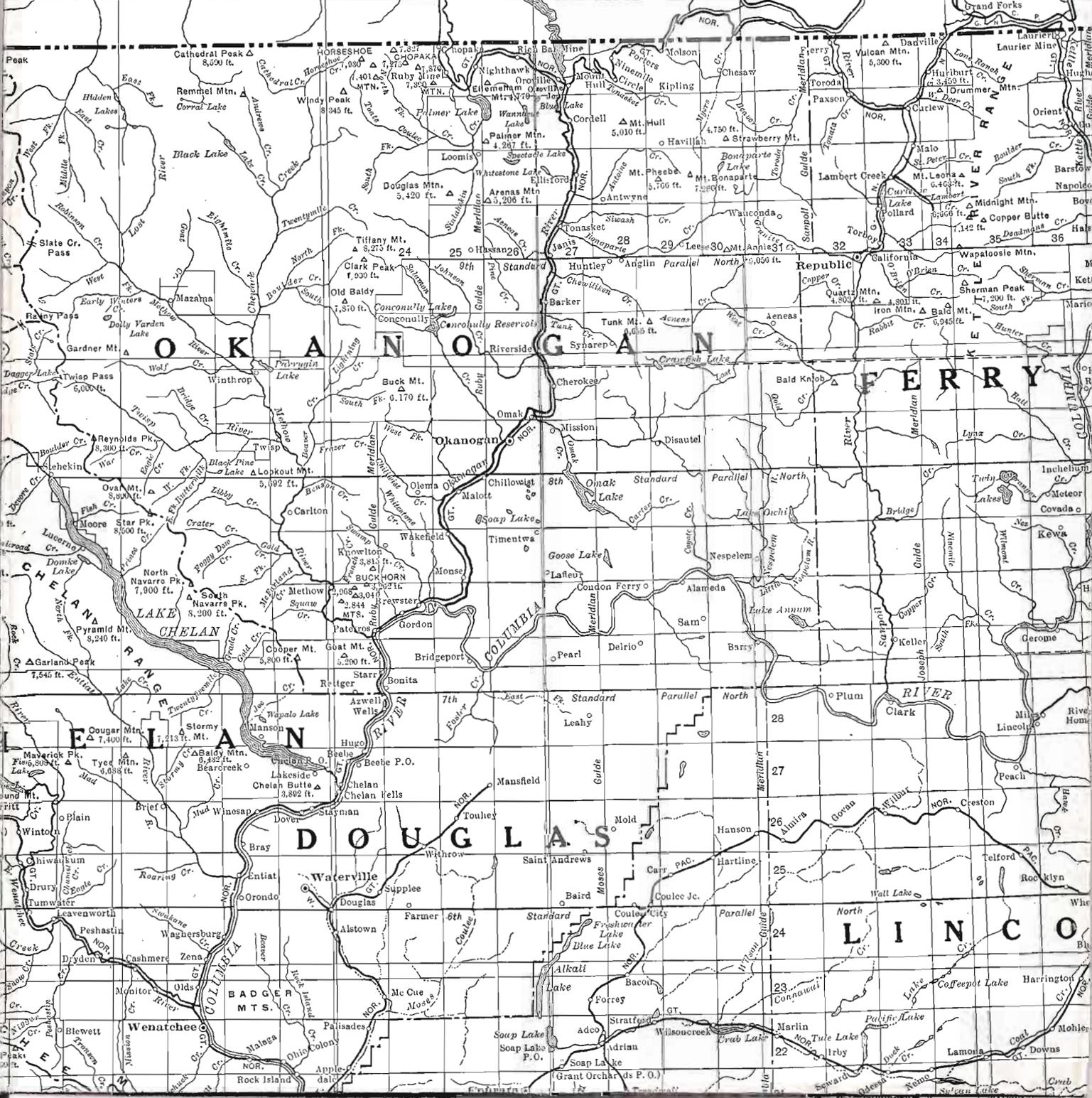
Information regarding railway and sleeping car fares, train schedules, etc., may be obtained from any of the representatives of the Chicago, Milwaukee, St. Paul, and Pacific Railroad named below.

Aberdeen, S. D., "Milwaukee" Station, 1 North Main Street. Phone 2325
 O. F. Waller. Division Passenger Agent
 Aberdeen, Wash., 6 and 7 Union Station. Phone 3148
 F. A. Swanson. Division Passenger Agent
 Atlanta, Ga., 717 Healey Building. Phone Walnut 6585
 C. C. Hittel. General Agent
 Bellingham, Wash., 1100 Railroad Avenue. Phone 616
 Geo. W. Blair. Division Passenger Agent
 Beloit, Wis., "Milwaukee" Station. Phone 257
 L. J. Lightfield. Passenger and Ticket Agent
 Boston, (9) Mass., 552 Old South Building. Phone Liberty 9812
 F. D. Dodge. General Agent
 Buffalo, N. Y., 204a Ellicott Square Bldg.. . . . Phone Seneca 0634
 R. F. Trumper. General Agent
 Butte, Mont., 33 West Park Street. Phones 5805, 5806
 M. G. Murray. Division Passenger Agent
 Cedar Rapids, Iowa, "Milwaukee" Station, 401 First Avenue. Phone 307
 C. L. Sherwood. Passenger and Ticket Agent
 Chicago, Ill., 307-100 West Monroe St. Phone Central 7600
 B. J. Schilling. General Agent Passenger Department
 A. Tansley. Traveling Passenger Agent
 Cincinnati, Ohio, 204 Dixie Terminal Building. Phone Main 5010
 G. C. Armstrong. General Agent
 Cleveland, Ohio, 937 Union Trust Building. Phone Main 2457
 F. E. Clark. General Agent
 Dallas, Texas, 1315-1316 Practorian Building. Phone 2-5291
 J. M. Allen. General Agent
 Davenport Iowa, Union Station, foot of Harrison St. Phone Kenwood 880
 A. Mallum. General Agent
 Denver, Colo., 217 Patterson Building. Phone Main 7940
 A. A. Wilson. General Agent
 Des Moines, Iowa, 501 Locust St. Phone Walnut 2434
 H. W. Warren. Division Passenger Agent
 Detroit, Mich., 806 Transportation Building. Phone Randolph 6834-5
 H. W. Steinhoff. General Agent
 Dubuque, Iowa, Fifth and White Streets. Phone Dubuque 174
 W. F. Keefe. Division Passenger Agent
 Duluth, Minn., 322 West Superior St. Phones Melrose 524, 525
 E. Mathern. General Agent
 Everett, Wash., 1515 Hewitt Ave. Phone Main 130
 H. H. Tavener. General Agent
 Great Falls, Mont., 226 2d Avenue South. Phone 3712
 M. E. Randall. Division Passenger Agent
 Green Bay, Wis., "Milwaukee" Station. Phone Howard 1224
 Paul Wilson. Division Passenger Agent
 Indianapolis, Ind., 717 Merchants Bank Building. Phone Lincoln 1077
 Wm. Pasho. General Agent
 Janesville, Wis., "Milwaukee" Station. Phone 191
 J. M. Brown. Passenger and Ticket Agent
 Kansas City, Mo., 817 Walnut St. Phones, Main 6390, Victor 2546
 E. G. Woodward. General Agent Passenger Department
 La Crosse, Wis., "Milwaukee" Station. Phone 76
 H. J. Troger. Passenger and Ticket Agent
 Los Angeles, Calif., 701 Van Nuys Building. Phone Trinity 9555
 F. C. Fairbairn. General Agent
 Madison, Wis., "Milwaukee" Station. Phone Badger 6300
 A. B. Batty. City Passenger Agent
 Mason City, Iowa, 9th St. and South Pennsylvania Ave. Phone 324
 W. F. Cody. Division Passenger Agent

Miles City, Mont., 507 Main Street. Phone 149
 J. J. Foley. Division Passenger Agent
 Milwaukee, Wis., 405 East Water Street. Phone Broadway 5720
 J. C. Prien. General Agent Passenger Department
 Minneapolis, Minn., 45 S. Seventh St. (Radisson Hotel), Phone Main 3441
 J. J. Oslie. City Passenger Agent
 Missoula, Mont., Higgins Avenue and Third Street. Phone 4367 and 3422
 M. J. Emmert. Passenger and Ticket Agent
 Moline, Ill., "Milwaukee" Station. Phone 733
 J. C. Lang. Passenger and Ticket Agent
 New Orleans, La., 1522 Canal Bank Building. Phone Main 6449
 W. H. Rogers. General Agent
 New York, N. Y., 547 Fifth Ave. Phone Vanderbilt 3721
 C. L. Cobb. General Agent Passenger Department
 Omaha, Neb., 306 South Sixteenth Street. Phone Jackson 4481
 W. E. Bock. General Agent Passenger Department
 Ottumwa, Iowa, Jefferson St. Phone 776
 J. W. Calvert. Passenger and Ticket Agent
 Philadelphia, Pa., 1006 Finance Building. Phones Rittenhouse 0981-2
 A. H. Murphy. General Agent
 Pittsburgh, Pa., 201 Park Building. Phone Atlantic 2438
 H. L. McLaughlin. General Agent
 Portland, Ore., 180 Sixth St. Phone Beacon 7338
 C. H. McCrimmon. District Passenger Agent
 Racine, Wis., 7th & Wisconsin Sts. Phone Jackson 6500
 H. F. C. Brown. City Passenger and Ticket Agent
 Rockford, Ill., "Milwaukee" Station. Phone Main 120
 J. B. Hartnett. Passenger and Ticket Agent
 Rock Island, Ill., "Milwaukee" Station. Phone 363
 W. E. Biggs. Passenger and Ticket Agent
 St. Louis, Mo., 2002 Railway Exchange. Phone Chestnut 0337
 C. J. Peterson. General Agent
 St. Paul, Minn., 365 Robert Street. Phone Cedar 4491
 T. A. Morken. General Agent Passenger Department
 Salt Lake City, Utah, 503 Clift Building. Phone Wasatch 3625
 H. W. Howell. General Agent
 San Francisco, Calif., 661 Market St. Phone Garfield 5334
 R. F. Randall. District Passenger Agent
 Seattle, Wash., 4th Ave. and Union Street. Phone Eliot 6800
 J. F. Bahl. Assistant General Passenger Agent
 R. E. Carson. General Agent Passenger Department
 Sioux City, Iowa, 503 Fourth Street. Phone 57086
 B. O. Searles. Division Passenger Agent
 Sioux Falls, So. Dak., "Milwaukee" Station. Phone 134
 Lloyd West. Passenger and Ticket Agent
 Spokane, Wash., Sprague Ave. and Post St. Phones Main 4116 and 2261
 J. G. Cain. City Passenger Agent
 Tacoma, Wash., 112 South Ninth Street. Phone Main 2100
 F. A. Valentine. City Passenger Agent
 Terre Haute, Ind., 300 Rea Building. Phone Crawford 2852
 P. M. Fagan. Division Passenger Agent
 Tulsa, Okla., 925 Kennedy Bldg. Phone 2-9921
 H. S. Zane. General Agent
 Vancouver, B. C., 793 Granville Street. Phone Seymour 165
 F. J. Calkins. General Agent
 Victoria, B. C., 902 Government Street. Phone 72
 A. P. Chapman. General Agent
 Winnipeg, Man., 706 McArthur Building. Phone 23-3161
 J. M. Cunningham. General Agent

GEO. B. HAYNES, Passenger Traffic Manager
 W. B. DIXON, General Passenger Agent
 Chicago, Ill.





OKANOGAN

OKANOGAN

FERRY

FERRY

CHILAN

DOUGLAS

LINCOLN

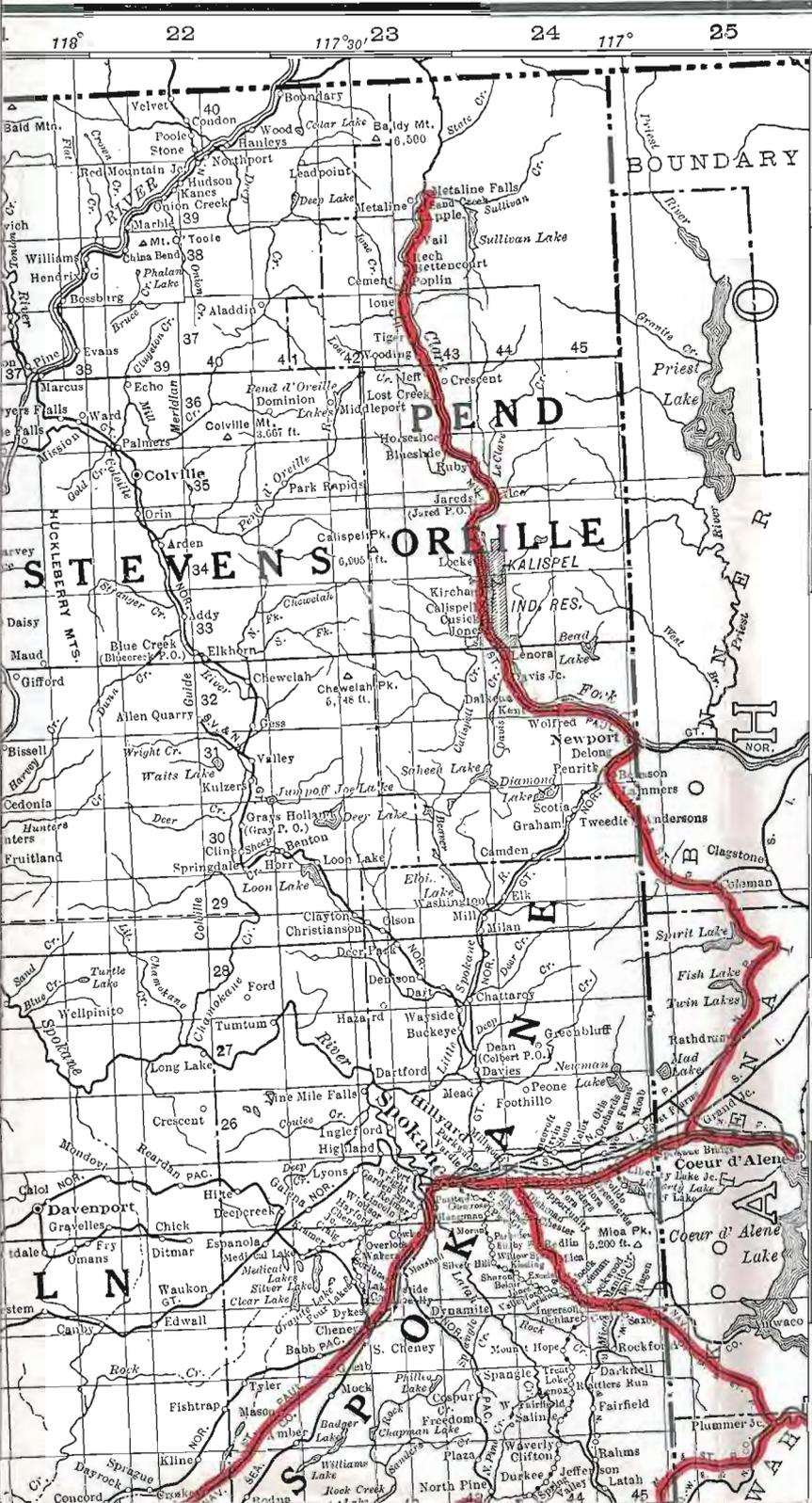
WENATCHEE

BADGER MTS.

SOAP LAKE

WALL LAKE

HARRINGTON



Saw mill at Kapsowin



Portion of business district, Spokane



Goat Farm, Cascade Mountains



49
B
C
48° 30'
D
E
48°
F
G
H
47° 30'
I



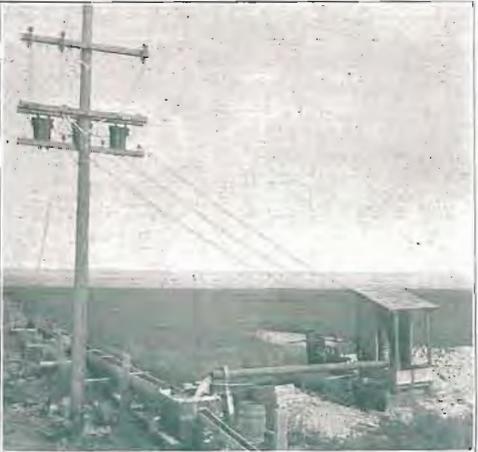
C. M. St. P. & P. R. R. dock at Seattle



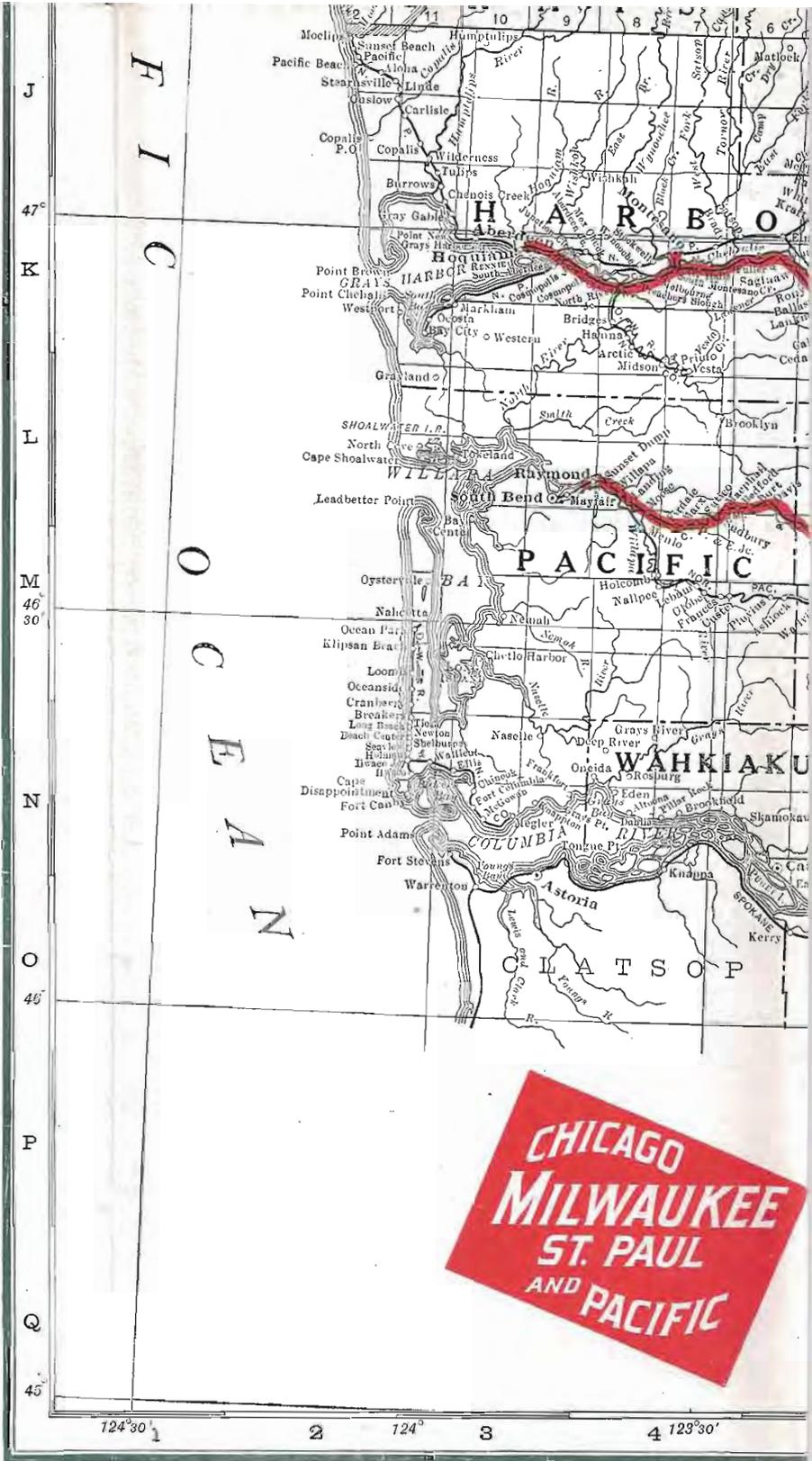
Saw Mill at Snoqualmie



The mountain streams afford excellent fishing

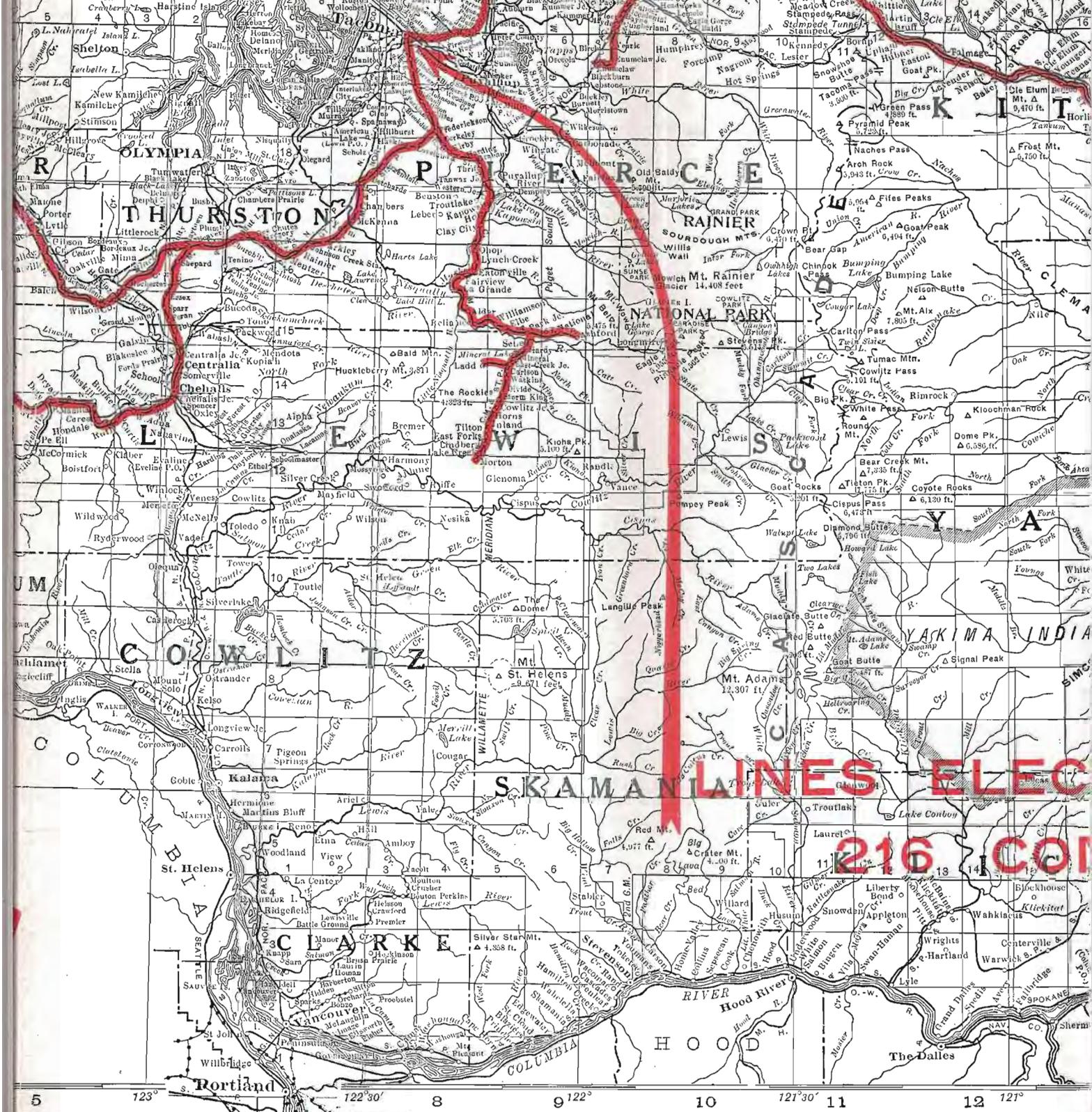


Private irrigation pumping plant in the Priest Rapids Valley

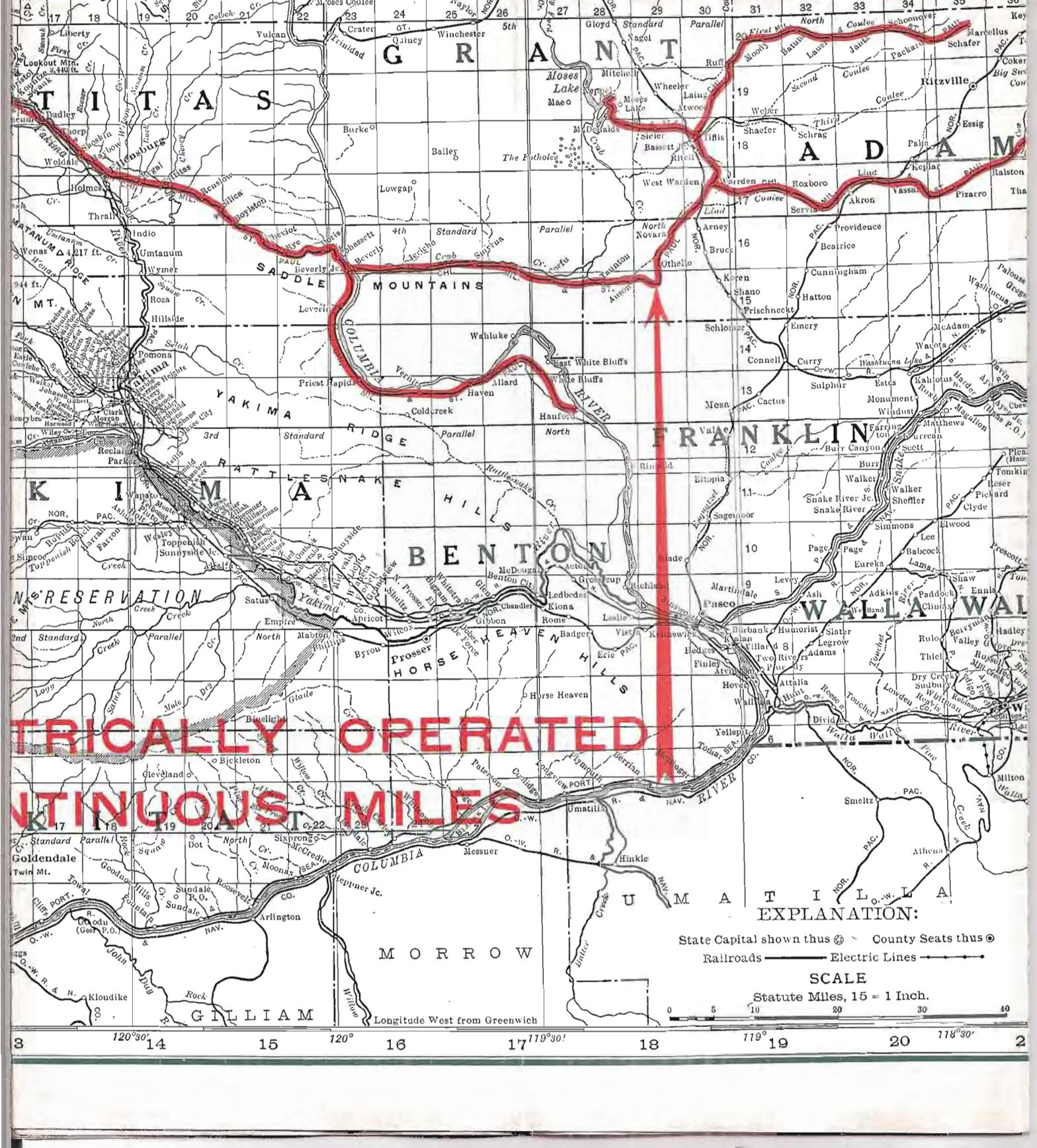


**CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC**

124°30' 1 2 3 4 123°30'



5 123° 8 9 122°30' 10 11 121°30' 12 121°



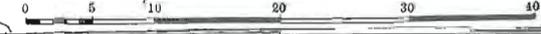
CONTINUOUSLY OPERATED
175 MILES

EXPLANATION:

State Capital shown thus  County Seats thus 
 Railroads  Electric Lines 

SCALE

Statute Miles, 15 = 1 Inch.



MORROW

Longitude West from Greenwich

Puget Sound ports are admirably situated for handling the rapidly developing trade with the Orient and Alaska



There are many beautiful valleys in Western Washington



The Olympian, transcontinental train operated by electricity over the Cascade Mountains



The State University at Seattle. Washington ranks among the first ten states of the Union in its Educational System



High School and stadium, Tacoma

