

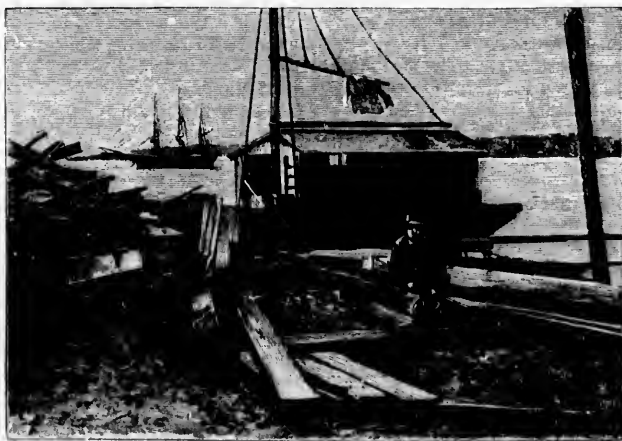


A GOOD SLEEPER.

gauge road to meet the Union Pacific's "Oregon Short Line" at Baker City, Oregon, and so make a through route eastward *via* Omaha. The principal argument is not this fact, however, so much as the opportunity it would afford the wheat-growers and cattle men of the upper Columbia and lower Snake valleys to ship their products directly to the Puget Sound port, instead of sending them eastward or

gion; it has at present a scattered population. Thence the line would proceed along the Yakima, passing near the large arable valleys of the Natchee, Cowlitz, Ahtanum, skirt the Simcoe reservation (described as a paradise for the farmer when the Indians shall have been got rid of), thence down the farming tracts of the lower Yakima to the Walla Walla, and beyond. The projectors think they have

down to Portland. Some such line will doubtless be built at no distant day. The route proposed is through Snoqualmie Pass, which is the lowest gateway of the Cascade Range, and where there has long been a wagon-road. This part of the route runs all the way through fine timber for seventy miles, and traverses regions of coal, iron, limestone, and gypsum, which must remain undeveloped until some such means of transportation reaches them. Eastward of the range the projected route descends into the valley of the Kittitas, which is said to contain about five hundred square miles of good wheat lands, and to be surrounded by a grazing re-



ALONG SHORE AT NEW TACOMA.