

CHAPTER III

FACTORS WHICH RETARDED AGRICULTURAL DEVELOPMENT

I

When the first settlers came into the Yakima Valley they were not interested in farming for it seemed evident to them that the region was unfit for anything but grazing. Besides, the means of transportation were very meagre and the population of the whole Northwest was small. Certainly there could be little incentive to engage in farming as an industry when there were no nearby important markets and no cheap means of transporting surplus products to those which were more remote. Moreover, cattle raising had proved itself to be a profitable industry and the cattlemen did not welcome the encroachments of the small farmer who fenced the lands which were particularly valuable as sources of pasturage, hay, and water. It was not until the range had become overstocked and the industry had begun to show a decline that settlers began to give serious consideration to the raising of crops. Even when the potentialities of the soil were realized and the settlers recognized that the Yakima Valley could be made to produce abundant crops, other factors were present to hinder the development of the farming industry.

Settlers could obtain land in the Yakima Valley under any one of four existing federal land laws. The Pre-emption Law permitted the settlement and later purchase of one hundred sixty acres of land in the public domain. The price paid for land which was secured under the terms of this act was \$1.25 per acre for the "minimum" lands or \$2.50 per acre for the "double-minimum" lands.¹ The Homestead Law offered lands in the public domain

"Minimum" lands were those which lay outside the railroad land grants; "double-minimum" lands were those which lay within the railroad land grants.

(and the odd-numbered sections within the railroad land grants) without cost to the settler provided he established a residence upon the land, lived on it for five years, and placed it under cultivation. A homestead consisted of one hundred sixty acres, but until 1892 when the Pre-emption Law was amended, it was possible to secure both a pre-emption claim and a homestead if one wished to do so. The Timber Culture Law granted one hundred sixty acres to claimants who could meet the requirements as set forth by the Homestead Law. The land had to be devoid of timber, and it was the duty of the claimant to plant not less than ten acres to trees. He could secure his patent to the land at the end of eight years provided he had met all of the requirements of the law. The Desert Land Law applied to territory (outside the timber and mineral lands) which would not without irrigation produce some agricultural crop. The law provided for an entry of six hundred forty acres at a price of \$1.25 per acre, twenty-five cents per acre of which was to be paid at the time the entry was filed. Title to the land was granted at the end of three years provided all provisions of the law had been met. Among these was one which required that the claimant must conduct water to the land for irrigation purposes.²

The land laws did not stimulate settlement in the Yakima valley for the soil in that region was almost useless for farming purposes unless it could be irrigated. To prepare the land for cultivation and irrigation was a relatively expensive procedure. In a four page circular which it issued in 1892, the Northern Pacific Railroad Company estimated that the expense of clearing sagebrush from the land and of preparing it for irrigation (including the digging of small lateral ditches) was about twenty dollars

per acre.³ The variations are due to differences in the time when the estimates were made so it is impossible to fix any general average amount which would represent the expense incurred by preparing land for irrigation. They do show, however, that if a man secured land under the provisions of the Desert Land Law, he would have to spend several times as much as he had paid for the land if he were going to be able to cultivate it. In addition to the initial expense for clearing, leveling and the digging of ditches it was necessary either to purchase a permanent water right or to pay an annual fee of several dollars per acre for the use of water, unless he wanted to go to the further expense of constructing his own irrigation works.

It was alleged that the Desert Land Law and the Timber Culture Law were responsible for preventing settlement rather than for reclaiming arid lands or for the planting of trees upon the prairies. In the entire territory of Washington during the year 1878, there were filed under the Desert Land Law only six entries amounting to a total of 540.49 acres. In 1879 there were six entries which comprised 1,000 acres, and in 1880, twelve entries comprising 2,558.11 acres. It is very probable that these entries were all filed in the Yakima Valley since that was the region where irrigation first received serious attention in Washington. In 1889 the North Yakima land office reported desert land sales which totaled only 2,151.24 acres, so it seems apparent that settlers took little advantage of the provisions

3 Bureau of Statistics and Immigration, Homeseeker's Guide to the State of Washington (Olympia, 1911), 63; Washington Irrigation Company, The Sunnyside Canal (Seattle, 1900), section titled "Cost of Preparing Land for Cultivation;" Yakima Herald, May 25, 1893.

of that law.⁴

The earliest settlers secured their land either by homestead or pre-emption claims, and if they undertook to water it they either constructed small irrigation ditches which were capable of watering a few acres which they put under cultivation, or the construction of irrigation works was financed jointly by the cooperative effort of several farmers who owned adjoining land. By 1890, however, a number of companies had been organized to develop irrigation in the valley, and since they had considerable capital at their disposal it was their practice to secure title to the lands through which a proposed irrigation canal was to be constructed, and then to sell the land to the settlers with water rights included in the price which was asked.

II

It can be readily understood that there were great advantages to having companies secure title to the lands, construct irrigation works, and then offer the lands for sale to immigrants. Such a system provided the settler with a farm which he could immediately place under cultivation, whereas he might have to wait years before he and his neighbors could provide irrigation facilities if he homesteaded or pre-empted land from the public domain. The system provided its opportunities for a great deal of speculation, however, and whenever it resulted in the exploitation of the

⁴ Moore, "Report of the Governor," 1889, p. 511; Public Land Commission, Committee on Codification, The Existing Laws of the United States of a General and Permanent Character and Relating to the Survey and Disposition of the Public Domain, December 1, 1880 (46 Congress, 3 Session, House Executive Document no. 47, vol. 25, part 1, serial 1975, Washington, 1881), 363; Eugene Semple, "Report of the Governor of Washington Territory," 1887, in the Report of the Secretary of the Interior (50 Congress, 1 Session, House Executive Document no. 1, serial 2541, Washington, 1887), 934.

Prospective settler it tended to hinder rather than to promote the agricultural development of the country. The degree to which land speculation was carried in the Yakima Valley varied with the opportunities which were presented for relatively "quick profits." Even before irrigation was an important activity we find complaint being made that individuals were taking advantage of the land laws for speculative purposes. Although he may have exaggerated the situation somewhat, the editor of the Record described the condition which existed in Yakima County in 1880 as follows:

. . . During the past several years large numbers of immigrants to Washington Territory have visited us and have been highly pleased with the beautiful valley which spreads out toward the Cascade Mountains from our town. . . . They have hurried off to Walla Walla Land Office (the North Yakima Land Office was not at that date established). . . and there have found to their astonishment that the greater part of the land in the Yakima Valley has been covered by various kinds of filings, and the plats marked with red and green and blue and yellow pencils in such a manner as to indicate (on paper) a thickly settled community. Here are homesteads on which there are no homes; pre-emption claims upon which there is no sign of residence or cultivation; and timber culture claims upon which there has never been any plowing, fencing or planting of trees. The existence of claims of this character has operated to turn settlers elsewhere and retard the growth and development of our country to an extent beyond computation. 5

Near North Yakima which was growing rapidly between 1886 and 1900 there was much more rampant speculation than elsewhere in the valley. A great deal of it was in city property which became more valuable as the population grew, but tracts of land which were suitable for acreages near the city also were transferred from one owner to another in rather quick succession and at increased prices.

Allen C. Mason of Tacoma, reputed to have been at the time the largest real estate operator on Puget Sound, wrote, in 1889, that he had "purchased right and left before they began to dream they had a place there (North Yakima), and the price of real estate has been climbing even (sic.) since. It has more than doubled. It embraces business, residence, and

acre property. . . . There is profit in the sage brush lands." Another group of men from Tacoma formed the Yakima Real Estate and Investment Company whose purposes as stated in the Yakima Herald were "to buy, sell, improve and speculate in realty of Washington for the benefits of the stockholders." The name of the company indicates that its activities were intended to be largely confined to the Yakima country. This company had offered 5,000 shares at ten dollars each about half of which had been sold early in 1889.⁶

There were other reports of real estate transactions which indicate that large profits were realized by both individuals and real estate companies who were engaged in the business. In February, 1889, a tract of land (known as the Holton tract) which comprised two hundred seventy acres was purchased by the Ontario Land Company for \$33,750 (\$125 per acre). Five years earlier the same tract was reported to have sold for \$60. An area of two hundred acres was sold during the ~~same~~ month to Goodwin Strobach & Pugsley for \$7,000 and was resold a few days later to Whitson & Reavis for \$9,000. A short time later the same tract was bought by Howard H. Lewis of Seattle for \$15,000. C. M. Barton reported in May, 1889, that Col. Howlett who had purchased eighty acres of sage brush land about a year earlier, had sold it to George Browne, a Tacoma Capitalist, for eighteen dollars per acre and that Browne had since refused forty dollars per acre for the same land.⁷

⁶ C. M. Barton, "North Yakima," in the Northwest Magazine, 7:24 (May, 1889; Yakima Herald, April 4, 1889.

⁷ Barton, "North Yakima," page 19; Yakima Herald, February 14, 21, 28, March 7, 1889.

For the companies which were organized to develop the irrigation projects of the valley, however, the situation was different. They undoubtedly intended to realize substantial profits from their enterprises and therefore undertook them for speculative purposes, but if profits were to be made it was necessary to get their lands into the possession of actual settlers as soon as possible. If they purchased land at \$1.25 or \$2.50 per acre and sold it at prices varying between \$40. and \$60 per acre, at least a part of the increase was justified by the fact that the latter price included a perpetual water right and that the facilities for irrigating the land were provided. In the long run most of these companies lost money in their undertakings because they were not able to make "quick profits" from their investment, and the panic of 1893 made it necessary for them to liquidate their assets.

The largest single land owning corporation in the Yakima Valley was the Northern Pacific Railroad which had received a land grant from the Federal government. In 1883 President Villard stated that the company intended to allow purchases of a quarter-section at a minimum price of \$2.60 per acre for cash or \$4.00 per acre on time. This was certainly not an unreasonable price, but it of course offered an opportunity for land and irrigation companies to buy it for speculative purposes, although Villard further stated that the company intended "so far as practicable" to limit the privilege of such purchases to the actual settler.⁸

In 1889 the Yakima Canal and Land Company was organized to construct a large irrigating canal with laterals, reservoirs, and other works essential to engage in irrigation on a large scale. Before the original surveys were made the company secured an option on all of the lands of the Northern Pacific Railroad south of North Yakima for a distance of about fifty miles.

In 1890 the interests of the canal company were enlarged when a large part of its stock was taken by the Northern Pacific and the company was reorganized as the Northern Pacific, Yakima & Kittitas Irrigation Company. It certainly owned more land in the Yakima Valley than did any other corporation, and originally the lands which it controlled were offered for sale at forty-five dollars per acre with perpetual water rights. A payment of one fourth of the total purchase price was required at the time the sale was made, and the balance which bore interest at the rate of seven per cent was due in three annual installments. As an inducement to have the purchasers actually place the land under cultivation the company offered a reduction of five dollars per acre to all purchasers who would "grub" and plow their land during the first year. Sometime later the purchase price was raised to fifty-five dollars per acre, and on May 1, 1892, a price of sixty dollars per acre went into effect. J. H. Thomas, the manager of the company's lands, reported in December, 1891, that about 10,000 acres had been sold, some of which lay beyond the completed portion of the main irrigation canal. Walter N. Granger stated that it was not the intention of the company to retain possession of the canals after the country was settled but to dispose of the shares with the land so that when the land was all sold, the farmers would own the irrigating system. The company went into receivership following the panic of 1893 and its interests were acquired in 1900 by the Washington Irrigation Company. This company reduced the price of land to from \$20 to \$40 per acre according to its quality and modified the terms of payment. A deduction of \$2.50 per acre was allowed for cash, but if the purchaser wished to buy on easier terms he was allowed to make a down payment of one-fifth of the purchase price with the balance due in five annual payments, nothing being required at the end of the first year except the interest.

Deferred payments drew interest at the rate of six per cent per annum.⁹

III

One of the most acute problems which faced the early settlers of the Yakima Valley was that of transportation. The profits of agriculture, if such were to be realized, would be dependent upon the markets and there were, evenⁱⁿ 1880, few agricultural areas which depended wholly upon a local market to utilize their surpluses. Since about 1860 the Oregon Steam Navigation Company had conducted a thriving transportation business on the Columbia River between Portland and The Dalles. The latter place was the nearest commercial center for the settlers of the Yakima Valley but not until 1875 was there even a road between the two places. Traffic between The Dalles and Portland was more expensive than would be expected because of the falls at the Cascades. It was necessary to unload the boats and to transport the freight around the obstructions by means of portages. Before 1880 railroads had been constructed around the falls in the river both at the Cascades and at The Dalles, and steamer traffic had been extended to Wallula. This did not, however, place the residents of the Yakima Valley in any closer proximity to transportation facilities, and since the entire Columbia River transportation system was controlled by one company, the freight rates were high.¹⁰ - - - - -

⁹ Julian Ralph, "Washington, the Evergreen State," in Harpers Magazine, 85:599 (September, 1892); Washington Irrigation Company, Sunnyside Canal, section titled "Prices of Land and Terms of Payment," Yakima Herald, April 16, October 15, December 10, 1891, April 14, 1892.

¹⁰ E. P. Ferry, "Report of the Governor of Washington Territory," 1878, in the Report of the Secretary of the Interior (45 Congress, 3 session, House Executive Document no. 1, Vol. 1, part 5, serial 1850, Washington, 1879), 1121; William D. Lyman, History of the Yakima Valley, Washington, Comprising Yakima, Kittitas and Benton Counties (n. p., 1919), 335, 337.

In 1882 the Oregon Railway and Navigation Company opened steamer service on the Columbia River between Celilo, near The Dalles, and Priest Rapids northeast of Yakima. It was announced that it was the intention of the company to dispatch a boat once a month regularly and to increase the number of trips as soon as the business grew to proportions which would warrant it. This placed available water transportation much closer to the settlers of both the Yakima and Kittitas valleys, but the service was evidently discontinued, for in 1883 representatives of the company were negotiating with citizens of both Yakima and Ellensburg to reopen this service.¹¹

Residents of eastern Washington had hoped that the Northern Pacific Railroad would be completed and give them a market in the cities of Puget Sound, but its construction had been virtually stopped by the effects of the panic of 1873 and work was not resumed until 1879. Meanwhile the territorial legislature appealed to Congress for help in the form of an appropriation of fifty thousand dollars for the purpose of constructing a wagon road which would connect Seattle with the Yakima valley. The arguments set forth were:

that the Cascade range of mountains divides the territory into western and eastern Washington; that eastern Washington territory is almost exclusively a grazing and agricultural country; that in the western country the lumbering and mining industries largely predominate; and that the western is largely dependent upon Oregon and the eastern portion for its supply of beef and breadstuffs; that even in the present undeveloped condition of the western portion, \$200,000 in gold is taken annually from the Puget Sound district to the eastern portion for beef cattle, which sum is expended by the cattle raiser of the eastern section without this territory to the great detriment of the western and the whole territory; that the wheat, breadstuffs and dairy products of eastern Washington have to seek a market without this territory to the great detriment of both sections; that Puget Sound is the safest and most accessible harbor known and affords facilities for commerce superior to any other body of water in the world; that a connection of the material interests of the eastern and western sections of the territory would insure a rapid increase of population and wealth; . . . The unity and ultimate prosperity of both sections of the territory require that every means be fostered to protect and promote the material interests of

both sections. 12

Congress did not see fit to grant the appropriation but in 1883 the project was undertaken with private capital. The project was favored by residents of both Seattle and the Yakima Valley, and a company was organized with a capital stock of \$100,000 dividend into ten thousand shares of ten dollars each. There already existed a road between Seattle and Falls City on the west side of the mountains, and another between Yakima and Ellensburg on the east side; therefore the only part to be constructed lay between Falls City and Ellensburg, most of which extended through a mountainous area. For every share of stock subscribed the company issued script with coupons that were equal in value to the amount of stock which was taken. These coupons were to be accepted for their cash value as tolls on the completed road. The plan was to construct a first class road and keep it open to traffic the year round. The road was completed early in the fall of 1883 but the company had not succeeded in raising the amount of money which was required to keep it open during the winter, so that traffic was halted for a few months. As soon as the project was lauched the Oregon Railway and Navigation Company offered to again open navigation on the Columbia River as far as Priest Rapids, but the offer was not received with much enthusiasm. 13

Apparently the people werenot satisfied with their own efforts at road construction, for an appeal was again made to Congress. In January, 1884, a bill was introduced providing for the expenditure of a sum of seventy-five thousand dollars for the construction of a wagon road across the Snoqualmie Pass of the Cascade Mountains. This bill was read twice before the House of Representatives, referred to the Committee on Appropriations, and was ordered printed. No report was made on the bill, however, so again

12

This memorial is quoted in: Interstate Publishing Company, Illustrated History, 160.

13 Yakima Record February 24, March 31, April 14, April 21, May 26, December 29, 1883; Kittitas Standard, June 23, September 15, 22, December 1, 1883, March 22, 1884

Nothing was gained from the attempt to secure federal support for the undertaking.¹⁴

Meanwhile the work on the Northern Pacific railroad had been resumed and near the end of the year 1885 the first train pulled into North Yakima. During the same year the grading and bridging was completed for its extension from that point to Ellensburg. This immediately affected the development of the country and advantage was taken of the eastern markets now available. It is stated that during the season of 1885, that there were shipped by rail (between April 1 and October 1), 27,477 head of cattle, 228 head of horses, and 29,823 head of sheep. These went from the Yakima Valley to Montana and Chicago. By 1887 the Cascade branch of the railroad had been completed to Tacoma and the inhabitants of the Yakima Valley had the means to transport their surpluses to convenient markets. This branch of the railroad also increased the importance of the cities of Puget Sound as market centers, for when they had direct railroad connections with the East they began to develop very rapidly.

The agricultural development of the Yakima Valley increased with great rapidity from that time. Reference has already been made to the "boom" in land values around the town of North Yakima within the next couple of years. It is interesting, also to note that A. J. Splawn fixed 1887 as the time when the business of stockraising began to contract rapidly. The railroad of course made it possible for prospective settlers to enter the valley on a direct line of transportation, whereas Yakima had formerly been off the generally traveled route. The influx of population is noted by the fact that in 1884 North Yakima did not exist, but by 1890 it had a population of close to three thousand if the word of the census enumerator may be accepted.¹⁵

¹⁴ Yakima Record, Feb. 2, 1884; Kittitas Standard, Feb. 2, 1884.

¹⁵ Interstate Publishing Company, Illustrated History, 178; Semple, "Report of the Governor," 1887, p. 935; Watson C. Squire, "Report of the Governor,"

The completion of the railroad through the Yakima Valley to Puget Sound did not end the transportation problems of the settlers, however. The Northern Pacific held undisputed possession of the transportation facilities of the valley until after 1900 when the Union Pacific was successful in completing a branch line into the valley. As a result of this monopoly freight rates remained high, although they were of course a great deal less than they had been when the settlers were dependent upon the Columbia River route. There was complaint that the farmers of the Yakima Valley could not compete in the Tacoma and Seattle markets with the products from the Willamette Valley and northern California, because, since those points could take advantage of water transportation, the freight was much less than from the Yakima Valley. For example, it was reported that the freight on a carload of watermelons from North Yakima to Tacoma was sixty dollars, whereas it was only ten dollars from Lodi, California. It appears, however, that the commission men showed a preference for the Yakima Valley products when they were available, and they with other organizations (such as the Northwestern Fruit Grower's Association) used their influence to secure more favorable rates. In August, 1891, a special rate was given on grain, potatoes, onions, and flour if shipments were made in carload lots; a year later a forty per cent reduction was granted on fruits and vegetables to all coast points; and in 1894 and 1899 other reductions were made affecting most of the products which the valley exported. In the meantime the Northern Pacific improved the service and offered an opportunity for new markets in the East. This was done by utilizing the east bound box and refrigerator cars for shipping Washington fruits and vegetables (particularly apples and potatoes) to points in Montana, Dakota, and Minnesota where they found a ready market.¹⁶

 1885, in the Report of the Secretary of the Interior (49 Congress, 1 Session, House Executive Document no. 1, vol. 2, serial 2379, Washington, 1886), 1958; Yakima Herald, September 27, 1889, July 10, 1890

¹⁶ Yakima Herald, August 15, 1889, August 13, 1891, March 3, August 25

IV

A principal requirement for the development of agriculture was a population large enough and with sufficient capital to develop the latent resources which were available in the form of a rich soil. The white population of the entire Yakima County was only 2,811 in 1880.¹⁷ It may be safely assumed that most of the people were domiciled within the various valleys which made the Yakima system, but it is evident that such a small population could do little more than scratch the surface of the agricultural possibilities which were present. Besides the factors which have already been mentioned as tending to retard the agricultural development of this valley, the very nature of the country was against its attracting a population of much size. Immigrants wanted to be sure that the land could be made to produce before they were willing to settle there permanently. As the irrigation projects were expended during the 1880's and 1890's so that they could see for themselves the possibilities of the soil, people were willing to break the ties which bound them to their former homes and to settle permanently in the Yakima Valley.

Some of the earlier settlers were alert to the need for a larger population. Since most of the immigrants reached the "Inland Empire" by way of Portland,¹⁸ Yakima was at a disadvantage in receiving what was considered her fair quota. Consequently, in January, 1881, the editor of the Record proposed the organization of a Labor Employment Committee by the people of Yakima County for the purpose of sending agents to The Dalles where they would meet the incoming immigrants and endeavor to persuade them to settle in the Yakima Valley. It would also be the duty of this committee to prepare and distribute printed circulars containing "faithful" and

1892, June 14, July 12, April 4, 1895, March 2, August 22, 1899.

For state legislation which was passed during this period to regulate railroad freight rates, see Appendix III.

¹⁷ Appendix I, Table ix

accurate information" concerning the country. Apparently nothing came of the proposal, but it serves to illustrate the fact that a need was realized.¹⁹

Although the number of person who came to the region may not have been as large as seemed desirable to the Yakima inhabitants, there was a steady increase in the population of the valley between 1880 and 1890. During the spring and summer months the Record made frequent references to the fact that newcomers were arriving. Many of them, it is true, passed through Yakima and probably continued on to the Kittitas Valley since there was during that time considerable mining activity near Ellensburg. By 1890, however, the population of Yakima County had increased to 4,429, a figure which showed a substantial gain.²⁰ The bulk of this population had come as permanent settlers. The Portland office of the Bureau of Immigration for Oregon and Washington reported that during March 1882, about eighty per cent of the white steerage passengers who had arrived in that city were actual settlers who brought between five hundred and one thousand dollars in cash per family. They had come principally from California, Kansas, Nebraska, Minnesota, Illinois, Michigan, and Texas, and the proportions from each state were in the order named. Many of them went into the Yakima Country.²¹

18 - - - - -
The term "Inland Empire" was applied to the regions of Oregon and Washington which lay east of the Cascade Mountains.

19 Yakima Record, April 29, 1882.

20 Appendix I, Table ix. The actual gain for the Yakima valley was larger than this figure indicates, since in 1880 a part of the population of the county resided in the Kittitas valley. The latter was no longer a part of Yakima County in 1890.

21 Yakima Record, May 22, June 26, July 17, August 21, October 30, 1880, March 4, 18, April 15, 29, August 5, 28, September 16, 1882.

Between 1890 and 1900 a more organized effort was made to induce settlers to move into the region and settle. This was largely in the hands of the Northern Pacific Railroad Company, the Irrigation companies, and the North Commercial Club. These agencies printed and distributed literature among farmers of California, the Dakotas, Minnesota, Michigan and other eastern states; and agents were sent to try to interest colonies of farmers to come to settle upon the lands of the Yakima Valley. These efforts were successful to some degree, and had the panic of 1890 not interfered with them it is probable that they would have met with greater success than they did. The railroad had of course made the region readily accessible, and frequently the railroad immigration agents arranged for excursions of prospective settlers to come into the valley to make a preliminary study of its conditions. Several of the agents were credited with having been responsible for persuading various groups of settlers to come to the valley where they settled permanently. In 1899 G. M. McKinney (who seems to have been one of the most aggressive of the immigration agents for the North Yakima Commercial Club) reported that he had been instrumental in sending a thousand settlers into Yakima during the previous twelve-month period. Among the people who seem to have been most influenced by these activities were Hollanders, French, and Dunkards. These came in groups and planted colonies in several places in the valley. 22

Between 1880 and 1890 the population of the Yakima Valley did not show nearly as large a proportionate increase as did that for the state as a whole, but in the following decade the population in the valley increased 203.99% whereas that of the entire state showed a gain of but 76.90%. The Yakima country was evidently one of the most attractive regions to settlers during that period. The character of the population during the entire period, 1880-1900,

changed but little. In 1880, 87.37% of the people were native born; in 1890, 85.66%; and in 1900, 89.4%. Of those who were foreign born the largest number were from the United Kingdom, Canada, and the German Empire. The total population of the valley at the close of the 19th century was over thirteen thousand, a figure which was almost six times as large as it had been in 1880, and it was very significant for the future development of the valley.²³

It is safe to say that by the beginning of the twentieth century the factors which had acted to retard the development of agriculture in the Yakima Valley had been pretty well overcome. Cattle raising was no longer a competitive industry; land could be secured in quantities best suited to the type of agriculture which was practised; irrigation systems were established to provide the necessary water for the agricultural industry; an ever improving transportation system together with nearby markets in cities whose population was rapidly increasing, met the demands of the people for a means to dispose of their surplus products; and the population was large enough to make agriculture a profitable industry, a fact which would influence other people to choose the Yakima country for their homes. The future seemed to promise the complete development of the agricultural possibilities which lay before the people of the Yakima Valley.

Judging from the character of the population as reported by the Census Office, most of the Holanders and French who settled in the Valley must have been American born. See Appendix I, Table ix.

²³

Appendix I, Table ix.

Between 1880 and 1890 the population of the Yakima Valley did not show nearly as large a proportionate increase as did that for the state as a whole, but in the following decade the population in the valley increased 203.99% whereas that of the entire state showed a gain of but 76.90%. The Yakima country was evidently one of the most attractive regions to settlers during that period. The character of the population during the entire period, 1880--1900, changed but little. In 1880 87.37% of the people were native born; in 1890, 85.66%; and in 1900, 89.4%. Of those who were foreign born the largest number were from the United Kingdom, Canada, and the German Empire. The total population of the valley at the close of the 19th century was over thirteen thousand, a figure which was almost six times as large as it had been in 1880, and it was very significant for the future development of the valley.

It is safe to say that by the beginning of the twentieth century the factors which had acted to retard the development of agriculture in the Yakima Valley had been pretty well overcome. Cattle raising was no longer a competitive industry; land could be secured in quantities best suited to the type of agriculture which was practised; irrigation systems were established to provide the necessary water for the agricultural industry; an ever improving transportation system together with near by markets in cities whose population was rapidly increasing, met the demands of the people for a means to dispose of

their surplus products; and the population was large enough to make agriculture a profitable industry, a fact which would influence other people to choose the Yakima country for their homes. The future seemed to promise the complete development of the agricultural possibilities which lay before the people of the Yakima Valley.