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SEATTLE TODAY

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SEATTLE TODAY



"The wind-blown snow-covered peak of Mt. Rainier"

MANY ILLUSTRATIONS OF STREET SCENES AND PICTURESQUE SCENERY WITH ACCOMPANYING TEXT CONCERNING THE COMMERCIAL IMPORTANCE, ATTRACTIVE SURROUNDINGS AND CONTINUOUS EXPANSION OF THE CITY

SEATTLE, U.S.A. - - ROBERT A. REID, PUBLISHER - - 488 ARCADE

1910

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Center, Administration Building

Top, Forestry Building and Auditorium

Lower views, Science Hall and Chemistry Building

THE UNIVERSITY OF WASHINGTON

was founded February 22, 1861, and after thirty years of life as a struggling territorial academy and college, developed into the larger institution occupying its present beautiful campus of 355 acres on the shores of Lake Washington and Lake Union. The University is supported entirely by legislative appropriation, that of the present biennium being \$673,000. In addition to this, over \$600,000 has been expended for new buildings during the past three years. The government of the University is vested in a board of regents appointed by the governor for a period of seven years. The college year of 1909-10 opened with 1650 students, and an instructional staff of more than 100 members. The proportion in the student body is 58 per cent men to 42 per cent women. The schools are liberal arts, engineering, mining, law, pharmacy and forestry, each presided over by a dean. The engineering courses, all four year courses, embrace civil, electrical, mechanical and chemical engineering. During the past two years courses have been established in forestry, highway construction, household science and journalism. The endowment of the University consists of nearly ten acres of business property in Seattle, in addition to 100,000 acres of timber and agricultural lands situated in various parts of the state.



Looking across Puget Sound from Kinnear Park, Seattle

SEATTLE TODAY

SEATTLE TODAY is a wonderful example of modern achievement. The profound conviction of Seattle business men and citizens, formed from a survey of the past and the horizon of tomorrow, is that a great destiny awaits their City. Today the City has over 300,000 inhabitants, and each year is bringing 40,000 more. Today the City has from forty to fifty millionaires. Her banks have \$80,000,000 in their vaults for business activities. A great increase in both Alaskan and Oriental commerce is noted today. Manufactories are increasing in number, and plants are expanding in size. Transcontinental and other rail avenues of traffic are increasing in number. Today the fisheries of the North Pacific, the lumber industries of the State, and the fruit and agricultural employments are adding a share of their great wealth to the people of Seattle. Today the City covers eighty-three square miles, with people of adjoining territory knocking for admittance. Today mountains are being removed within the City that magnificent thoroughfares may replace them. Great modern office buildings, as completed, are tenanted in a day. The department stores, today, have an out-put beyond belief of yesterday, while their number increases and expansion continues. The City has elegant play houses and play grounds, and boulevards are building. Today educational and religious affairs receive greater recognition than ever before; and today there is a deeper pride in the municipality by the citizens than ever before. Seattle today fore-shadows the glorious Seattle of tomorrow.



Schooners in Snug Harbor near Seattle, at Eagle Harbor, Bainbridge Island



Statue of William H. Seward



The Washington Monument



Heroic Bust of James J. Hill

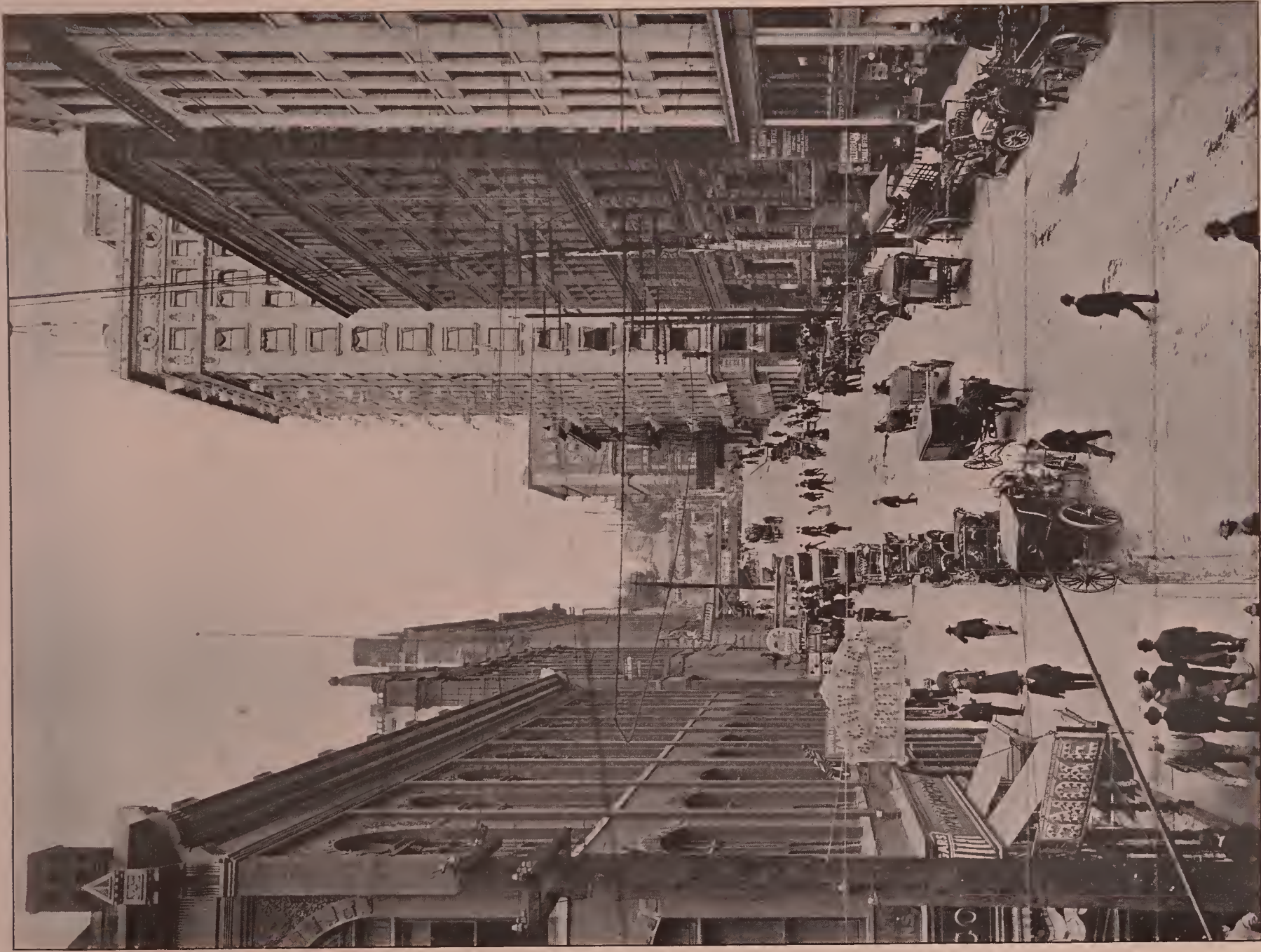
NEW MONUMENTS

Although Seattle is young in years, her citizens have a deep appreciation of the value of lessons of achievement, and have therefore already begun to set up statues of eminent men whose acts are linked with important events connected with her history. The Washington Monument by Laredo Taft, erected in honor of one whom the State's own name must ever echo, is a bronze statue of heroic size. Funds were raised to secure it by the Daughters of the American Revolution, assisted by the Sons of the American Revolution, the school children of the state, and by authorized donation by the State Commission to the A. Y. P. Exposition. The Seward Monument fittingly reminds all of the far-seeing and brilliant act of that great patriotic statesman, William H. Seward, in securing Alaska for the American people. The work of James J. Hill, greatest of empire builders, in an era of empire building, is most worthy of emulation.



PIONEER PLACE AND THE TOTEM POLE

Pioneer Place is a spot which once seen will always be remembered. Historically it is an old landmark from which all distances are computed. It is also distinctly situated with surroundings peculiar to itself. The Totem Pole is not the least interesting feature, being sixty feet high and was brought from an Alaskan village, where it is said to have stood over a century. From the triangular space embraced in Pioneer Place radiate many of the oldest streets of the city: James Street and Yesler Way running east; First Avenue, running both north and south; Occidental Avenue running south; Cherry Street running to the east, and others running to the nearby water front.



CHERRY STREET FROM FIRST AVENUE

The view shows Cherry Street where it is a busy thoroughfare in the financial section of the City, and where money changes hands and fortunes are made. About this locality banks, brokers' offices and telegraph and messenger offices abound, with cafes and cigar stands, giving the street that easy and elegant air so prevalent among the haunts of financial men in the great eastern money centers. Cherry Street starts from First Avenue near Pioneer Square.



SECOND AVENUE, NORTH FROM YESLER WAY

Second Avenue is the principal retail and fashionable business street of the City. Handsome business blocks and skyscrapers are rapidly supplanting the earlier and less pretentious business structures. Its walks are thronged daily with a cosmopolitan people. The Indians who are permitted a few feet of ground in front of the large stores and at street corners to sell their scant stock of bows, arrows and baskets, occupying this last bit of their "original domain," are reminders of the rapid changes made by fleeting time.



THE UNION PASSENGER STATION

This modern up-to-date passenger station is a pleasing feature as one enters the city by the railways. It was built, architecturally, to fit its location, the "car shed" front being much more impressive than the King street front. Its beautiful tower is designed after the Campanile in Venice, is 240 feet high, and contains an illuminated electric clock. The depot is used for trains of the Great Northern, the Northern Pacific, the Canadian Pacific, the Chicago, Milwaukee & St. Paul, the Burlington, Union Pacific, Columbia and Puget Sound, and Chicago, Burlington & Quincy railroads. Sixty-two passenger trains arrive or leave daily, with a daily average of 3,500 passengers.



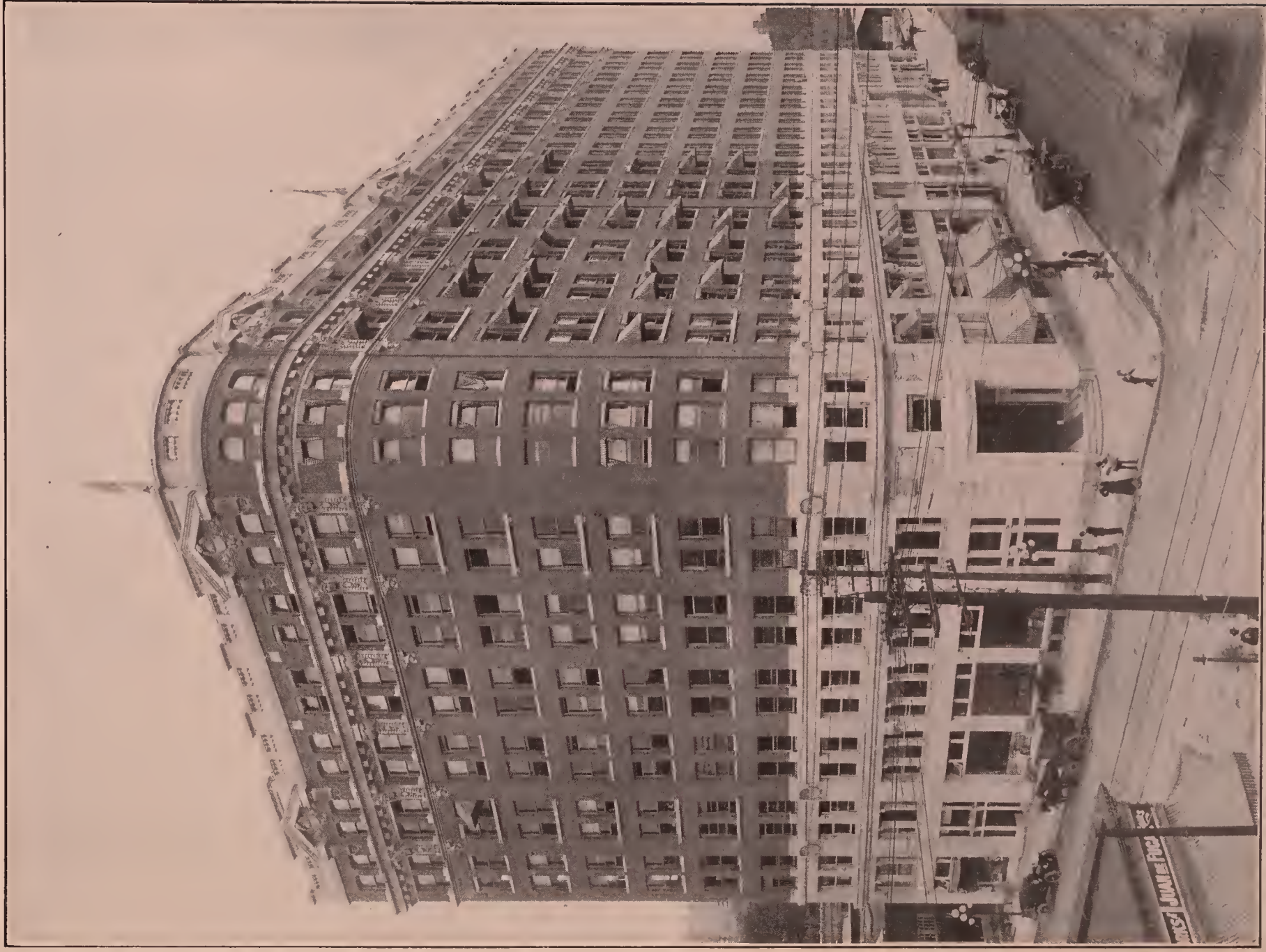
NEW FEDERAL BUILDING — POST OFFICE, CUSTOM AND U. S. COURTHOUSE

This new structure occupies a corner block in the newer business section at Union Street and Third Avenue. It is a handsome commodious building and is a recent example of the Government's efforts in combining utility and correct lines of beauty in public buildings. One million dollars was appropriated for the building. The first floor is devoted to the postal service. On the second floor are the court rooms of the U. S. District and U. S. Circuit Courts. The third floor is occupied by the Custom House Service. The City Postal Service also includes forty branch offices, and there are 170 letter carriers employed in the daily distribution of mail to the citizens of Seattle. Gross receipts at the post office for the year ending Sept. 30th, 1909, was \$915,917.43, an increase over the year ending September 30th, 1908, of \$174,820.89.



FROM PIONEER PLACE TO CHERRY STREET

East side of First Avenue from Pioneer Place to Cherry Street, in the busiest business section of the City, where real estate is held at fabulous prices. On and near this spot, in the early days, the business firms of the city were clustered, and many of the leading banks and commercial concerns of today are in this locality.



THE NEW WHITE AND HENRY BUILDINGS

The White and Henry Buildings are sections of six blocks of modern buildings being erected with marked rapidity in the regraded University tract at Fourth Avenue, Union and University Streets. Together they contain nearly 500 office rooms, stores and banking rooms. The buildings are of most enduring character. The Cobb Building and the Grandin Building are the two next blocks going forward in the development of the plans. They are all named in honor of prominent men connected with the Metropolitan Building Company, a corporation erecting these vast structures.



ST. JAMES' CATHEDRAL—ROMAN CATHOLIC

Occupying, with the Bishop's residence, an entire city block upon "First Hill," the Cathedral is one of the most attractive and imposing structures anywhere to be found. For many miles across Puget Sound its towers are seen pointing heavenward, while near at hand it is most impressive. In its architecture it follows the lines of the Spanish renaissance. Its cost was more than a half million dollars. The corner stone was laid in 1905; its erection completed in 1907 and it was dedicated on December 23 of that year. The towers are 175 feet high. The electric organ, said to be the finest west of the Mississippi, has 3500 pipes, cost \$25,000, and was the gift of a prominent Seattle merchant. The main altar is a superb work of art, made of Italian, Vermont and Alaska marbles, and is a memorial gift. The stations of the cross, measuring 4 x 9 feet are of French workmanship—terra cotta, finished in pink and gold. The Cathedral seats 1400 worshippers. Five clergymen attend the spiritual wants of the people.



THE SEATTLE PUBLIC LIBRARY

is controlled by a board of seven trustees appointed by the mayor. The cost of operation in 1908 was \$78,169.59. The present main library building was opened in December, 1906, the site was purchased by the city at a cost of \$100,000, the cost of the building was \$320,000, of which Mr. Carnegie contributed \$220,000. The library is open daily from 9 a. m. to 10 p. m. and on Sundays and holidays from 3 to 10 p. m. Besides the general reference room and open shelf reading room, there are special rooms for periodicals, for the art and music department, for children, newspaper rooms for men and women. There are also five branch libraries: The Ballard, Columbia, Fremont, Green Lake and University branches. The Ballard branch is in a permanent building. Three permanent branches are being erected, at University, Green Lake and West Seattle, with \$105,000 recently given by Mr. Carnegie. When these are opened, probably in February, 1910, there will be four of the six branches in permanent buildings. The branch libraries are open from 2 to 9 p. m. Small collections of books are also deposited in school rooms, fire engine houses and other places. The library book collection includes 112,368 volumes. Thirty-seven thousand people are registered as borrowers and the total circulation of books for home use in 1908 was 555,374. There was an estimated reading room attendance in 1908 of 1,075,000. There are ninety people on the staff.



BOUND FOR ALASKA

The departure of steamers for Alaska, that land of golden opportunity and adventure, is always an interesting event on the water front. In the picture we have three ships about to depart with passengers and freight for "The North." Alaska was purchased from Russia in 1867 for \$7,200,000. Since then Alaskan products, gold, fish, furs, silver, etc., have amounted to more than \$300,000,000. Alaska has, according to government geological experts, the greatest copper fields in the world, large areas of the best coal discovered west of the Alleghany Mountains; and a climate and soil better than some of the populous northern countries of Europe. The output of gold from Alaska, per capita, is greater than from any other country on earth. As Seattle receives Alaska's products and furnishes her supplies, every Alaskan interest is zealously championed by her merchants and people.



THE GREAT NORTHERN DOCKS

To and from these docks ply the great freight and passenger steamers engaged in the Oriental trade. The steamers which land here regularly are famous for their immense carrying capacity. "Flour and wheat from the Western and Middle States, cotton from the South, iron from Birmingham and Pittsburg, agricultural implements from Ohio, Indiana and Illinois, locomotives from New Jersey, lumber from the forests of Washington and a thousand other products of our farms, mills, factories and forests come to Seattle for shipment to Australia, the Orient, Alaska, the South Sea Islands and the countries of Europe and Africa, while tea, coffee, sugar, silk, mattings, copra, spices, wool, hides, manila, jute and many other products of those countries come to her gates for distribution among the eighty-five million consumers of the United States."



SNOQUALMIE FALLS

This beautiful waterfall, with its picturesque setting, is twenty-eight miles east of Seattle and is reached by a branch of the Northern Pacific Railroad. It has a fall of two hundred and sixty-eight feet and set with dark evergreens, is an entrancing sight. "We alight near the head of Snoqualmie Falls and peep over the wet rocks into the seething, foaming mass of water. It is a charming spot with the rainbow and effervescent play of color, while the sound of the rushing water, somewhat over-powering at first, gradually benumbs the senses until it falls upon the ear like the dull droning of myriads of insects." Beneath the falls are dynamos generating power for turning the wheels in many work shops and factories in Seattle and Tacoma, and in running the trolley cars of Seattle which carry fifty million passengers annually.



GOVERNMENT ROAD THROUGH THE TIMBER TO MT. RAINIER

The Government is constructing a road towards the mountain that the people may have free access to the scenes of grandeur that surround Rainier. Rainier National Park, through which the road winds, is a Government Park, comprising some two million acres situated within the Rainier National Forest Reserve, abounding in grand and awe-inspiring scenery, its principal attraction being the "Old Mountain," a volcanic pile 14,526 feet high covered by 32,500 acres of perpetual ice and snow. The road, 24 miles in length, is pronounced "one of the finest engineering feats in the country."



MT. RAINIER

From Seattle many wonderfully beautiful mountain views are to be seen, to the North, Mt. Baker; the Cascades are upon the east; the Olympics, west from the city, across Puget Sound far away towards the Pacific, and Mt. Rainier away inland. Rainier is the highest mountain in the United States, 14,526 feet. Its forests, rivers, lakes, canons, glaciers and snowy slopes are a fascination for tourists and mountain climbers. "The scenery of this mountain is of rare and varied beauty. The peak itself is as noble a mountain as we have ever seen in its lines and structure. The glaciers, which descend from its snowfields, present all the characteristic features of those in the Alps, and the crevasses and serracs are equally striking and worthy of close study. We have seen nothing more beautiful in Switzerland or Tyrol, in Norway or in the Pyrenees, than the Carbon River and great Puyallup glaciers —HON. JAMES BRICE.



THE VERY SUMMIT OF MT. RAINIER

SNOWY SOURCE OF PARADISE RIVER

Summer or winter it is only a matter of quantity, for Mt. Rainier is always snow-clad, glistening in the sunlight as a mountain of burnished silver, and by moonlight mantled with silvery shades. Where Paradise Glacier meets the "timber line," and the melting process begins, there is the snowy source of the beautiful Paradise River. Paradise Valley, through which the river runs, derives its name from the myriads of beautiful wild flowers that cover it like a great carpet. There have been found and classified nearly 500 distinct species within its confines, some of them thrusting their beautiful heads up through the perpetual snow. It is this spot which is most favored by those visiting the park on account of its attractiveness and accessibility.



Sunset on San Juan Straits

Deception Pass, between Whidby and Fidalgo Islands

PUGET SOUND SCENERY

“Not alone the traveled and cultured appreciate the scenery of Puget Sound. There is not a fisherman upon its waters, nor a lumberman in the forests upon its shores, so prosaic or stolid that he does not observe and love its peculiarly attractive scenery. Thousands there are who could not be wooed from these daily scenes.”



THE OLYMPICS FROM SEATTLE

After a cleansing rainfall, when the winds come sweeping down from the North, the atmosphere of the Puget Sound Country is clear, crisp and free from mist and vapor. Then the Olympics stand forth to view, a rugged mountain wall against the blue western sky, crested from the far North to the far South, with shining brilliant sun-lighted snow caps, in beauty and grandeur indescribable. The dark forested foot-hills, with the nearer waters of the Sound, enhance the magnitude of the scene. Thus seen the Olympics make an impression upon the memory which can never be effaced.

Photo:— Copyright, 1907, by Romans Photo Co.



PROMINENT PLACES OF WORSHIP

First, Trinity Parish Church; second, Bethany Presbyterian Church; third, First Presbyterian Church; fourth, Temple de Hirsch, Jewish. There are about 265 churches and religious societies in Seattle and the adjoining suburbs, representing a greater number of beliefs than is generally found in a city of its size. Nearly every known denomination of the Christian religion is represented by regular organizations owing to the fact that the population of the city has representatives from almost every civilized country on the globe.



SOME OF THE PUBLIC SCHOOL BUILDINGS

First, Franklin High; second, T. T. Minor School; third, Broadway High; fourth, Lincoln High. There are 32,000 day scholars enrolled in the public schools (1909-10), with 2,850 evening scholars, and 853 teachers are employed. There are sixty-five public school buildings. The school board is elected by men and women voters at elections exclusively for the purpose, thereby removing the school system from political influences. Members hold office three years, one director being elected each year.



THE CITY OF SEATTLE SEEN FROM THE WATERS OF PUGET SOUND



D, THE U. S. S. WASHINGTON ANCHORED IN THE FOREGROUND



THE NEW QUEEN ANNE HIGH SCHOOL

This beautiful and modern public school building was first used for the fall term in 1909. It occupies a high point at Galer Street and Third Avenue, North, on Queen Anne Hill, the plot of ground being about three acres in extent. It is built of brick and terra cotta, is 256 by 165 feet, contains 70 rooms and cost \$250,000. The assembly room seats 1200.



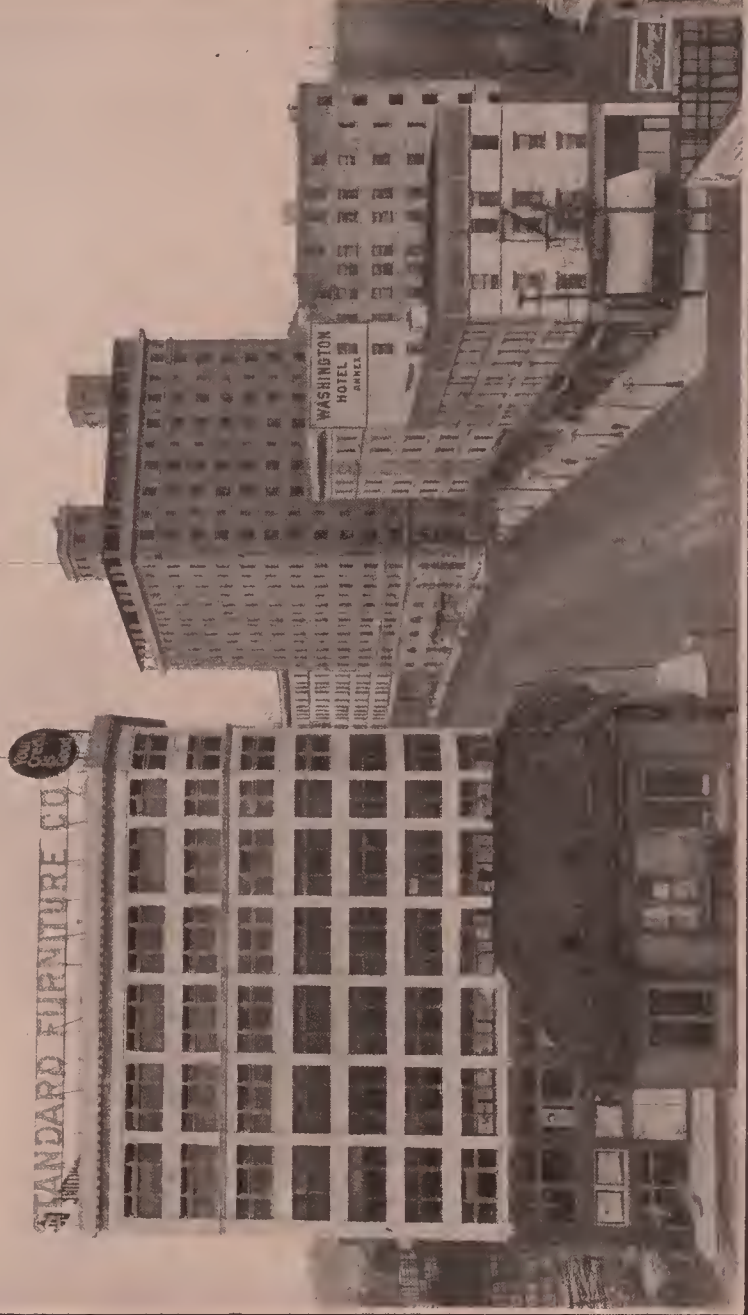
THE NEW HOLY NAMES ACADEMY AND NORMAL SCHOOL

is on Twenty-first Avenue between Roy and Aloha Streets, occupying a commanding site. It is conducted by Sisters of the Society of the Holy Names of Jesus and Mary, who conduct sixteen schools in Washington and Oregon. It was erected in 1908, and cost \$312,000. There are 172 rooms. Nineteen sisters devote their services to the school work, and twelve secular teachers are employed.

1906



1908



REGRADING FEATURES ON SECOND AVENUE

The upper picture shows the Old Washington Hotel in 1906, as it appeared at the beginning of the removal of the hills, with a portion of the surrounding buildings removed. The second shows Second Avenue in 1908 after the hill was removed, with the New Washington and other large modern buildings erected upon the regraded street. The sluicing is still proceeding, taking away the hill which covers many city blocks, north of the scenes here shown, the earth being conveyed by sluice-ways to the harbor where, on account of the great depths of water, it is allowed to be deposited.



REGRADE WORK IN SEATTLE

First, sluicing away a hill; second, removing hill by steam shovel and train; third, street brought down to grade; fourth, street raised to grade. The great regrade scheme involves a cost of \$5,192,791 for work completed and in progress. Work contemplated will cause a total of \$12,000,000, making a regrade of fifty miles of streets, fifteen of which are main thoroughfares. The greatest cut has been 126 feet, most cuts about forty feet. The plans include filling 3,400 acres of tide lands ten to thirty feet, reclaiming a great district for streets and business. This vast area which is being filled, as it becomes available, commands high prices for manufacturing sites, railroad terminals, etc. First Avenue, South, is the nearest to completion of the reclaimed territory.



THE KING COUNTY COURT HOUSE

is a handsome architectural structure sitting back upon the hills of the City, a prominent object from all surrounding points. It was built in 1891. In the building there are six court rooms, a juvenile court, and all of the King County offices. It is usual for the legal fraternity and others called to the County Court House to take either the James Street or Yesler Way cable cars. From the Court House fine unobstructed views may be had of the harbor, the Sound and its islands, and the Olympics beyond.



THE PUBLIC MARKET PLACE

At the Public Market the people of Seattle, as consumers, meet the ranchmen, the producers, and buy at first hand. There are 132 regular stands and stalls in the Market Building, where meats, fruits, groceries and goods of that class are sold, while 100 ranchmen and farmers, and farmers' wives, sons and daughters, line up at the curb with fresh fruits, vegetables, poultry and eggs. Many nationalities are represented, among the ranchers, the Japs being the most numerous, with some Italians, Scandinavians, Americans, and a sprinkling from other countries. An interesting hour can be spent here watching the sights, especially on Saturday mornings.



IN WOODLAND PARK



IN RAVENNA PARK

Conservation of natural beauties in the parks of Seattle is one of the principles closely adhered to by the park management. As a result picturesque views delight the visitor and satisfy the inherent desire to see natural woodland scenery. Woodland Park is a natural Park of 200 acres, well wooded with primeval forest. It is in the northern part of the city, extending from Green Lake, westward. "Ravenna Park, with its standing or fallen trees, moss and fern covered canyons, and dashing trout streams preserves every beauty of the wonderful Puget Sound forest." At present it is under private control and management.



SCENES IN POPULAR CITY PARKS

Deer in Woodland Park; Tots in swings, Volunteer Park; Teetering, in Volunteer Park, and Boating in Leschi Park. The animals are an additional "touch of nature" to the natural features of Woodland Park. Volunteer Park, consisting of 48 acres, upon Capitol Hill, is centrally located, and is a very useful playground, especially for the surrounding neighborhood. Leschi Park is a small picturesque tract of four acres upon the shore of Lake Washington, at the foot of Yesler Way.



UPPER SECOND AVENUE, THE NEW BUSINESS CENTER

The fashionable emporiums of trade and department stores are moving towards upper Second Avenue, as the City expands and increases in inhabitants. The trend of business is toward the North, and while expanding to some extent eastward, the hills in that direction and the lake beyond, are natural barriers which tend to lengthen the present principal avenues, which run North and South.



SOME PROMINENT CLUBS

The central view shows the new club house of the fashionable Country Club situated in the county north of the city. Golf, tennis and the games in vogue today here bring together many of the elite of society. The upper left shows the Seattle Athletic Club, upon Fourth Avenue and Cherry Street, a very popular organization. The upper right view is of the University Club, upon Madison Street, at Boren Avenue, with a membership largely of professional men and wholly of college graduates. The lower left shows the grand new club house of the Rainier Club, the pioneer and most prominent business men's social club. The fifth view shows the grand new club house of the Arctic Club, at Third Avenue and Yesler Way. The Arctic Club is composed of men affiliated with the Northland, either by business in Alaska and the Yukon, or engaged in commerce or other interests with those countries. In Seattle clubs of all kinds, with both large and limited membership abound.



THE MORAN WORKS

This view of the Moran Works is shown to represent something of the greater industries of Seattle. The works are on the water front towards the southern part of the city. Starting originally with a "handful" of mechanics its pay-roll now counts more than two thousand hands. The products cover a wide range from battle-ships, ship-yards and dry-docks to saw-mills and steel buildings. The U. S. S. Nebraska, one of the line of first-class battle-ships, was built in the yards of this company.



First, View of Steel Plant Second, Rolling Mill Third, Foot of Moore Street

IRONDALE

the new iron and steel city upon Port Townsend Bay is the off-spring of Seattle business enterprise. As showing a great industrial community in its embryonic stage our engravings are of more than passing interest. With twenty millions of capital and fifty millions of assets with which to begin operations, and with men of recognized force and ability to guide developments, the public of the Northwest feel justified in the belief that a career of great usefulness is being begun within their border. Not only may we soon see the steel works of Pennsylvania duplicated, but also the steel ship-building of the Clyde, in Scotland, and of Wilmington, and other eastern ship-building works. Chapters are unrolling rapidly upon the Pacific industrially, as well as in world politics.



ROUTE OF THE LAKE WASHINGTON CANAL

Our first engraving shows entrance to Salmon Bay from the Sound, which will be cleared and improved for passage of large ships. Second, a portion of the lumber and shingle mill district at Ballard through which the canal will pass. Third, the government ditch, looking west from Fremont, the route of the canal. Construction work is being done with funds appropriated by the State of Washington, in conformity with plans laid down by the engineering department of the National Government. Adequate appropriations for continuation of the canal are expected to be made by Congress at an early date. Among the important advantages resulting from the building of the Canal are: A great fresh-water harbor, and rendezvous for the Navy upon the Pacific Coast; miles of additional water frontage for shipping interests and for factory sites and manufactories. It will also give free passage for steamboats and pleasure craft from Lakes Washington and Union to the Sound.



THE U. S. S. NEBRASKA

The Nebraska is a first-class battle-ship, costing \$3,733,600, and was built in Seattle at the yards of the Moran Company. She is of 16,094 tons displacement, draws 23 feet 9 inches, has a speed of 19.06 knots, and is 441 feet 3 inches in length. She carries in her main battery four 12 inch, eight 8 inch, and twelve 6 inch guns, with 34 smaller guns in her secondary battery, and four torpedo tubes. She was launched October 7, 1904, and was christened by the daughter of the Governor of Nebraska.



PUGET SOUND NAVY YARD, AT BREMERTON

The Navy Yard is a place of great interest. Large appropriations for important additions to its equipment by our Government insures its importance as one of the principal naval stations of our country. These additions include more dry docks, piers, machine shops and store houses. The views show the piers at which war ships lie when undergoing repairs; a cruiser in drydock, and the general shore line with ships anchored off-shore. The Navy Yard is a pleasant hour's sail from Seattle. When several naval ships lie at the Navy Yard, from two to three thousand visitors, on Sunday, is a frequent record.



VIEWS AT FORT LAWTON

First, Morning Drill; Second, the Regimental Band; third, the Hospital showing the sun parlor; fourth, the Officers Homes. Fort Lawton is the United States Army Post and Regimental Headquarters, located on Magnolia Bluff, overlooking Puget Sound. The reservation contains six hundred and five acres. It was purchased with a fund raised by subscription among the people of Seattle to secure the Post for this city. A trolley car route, the Fort Lawton line, runs to the entrance of the reservation.

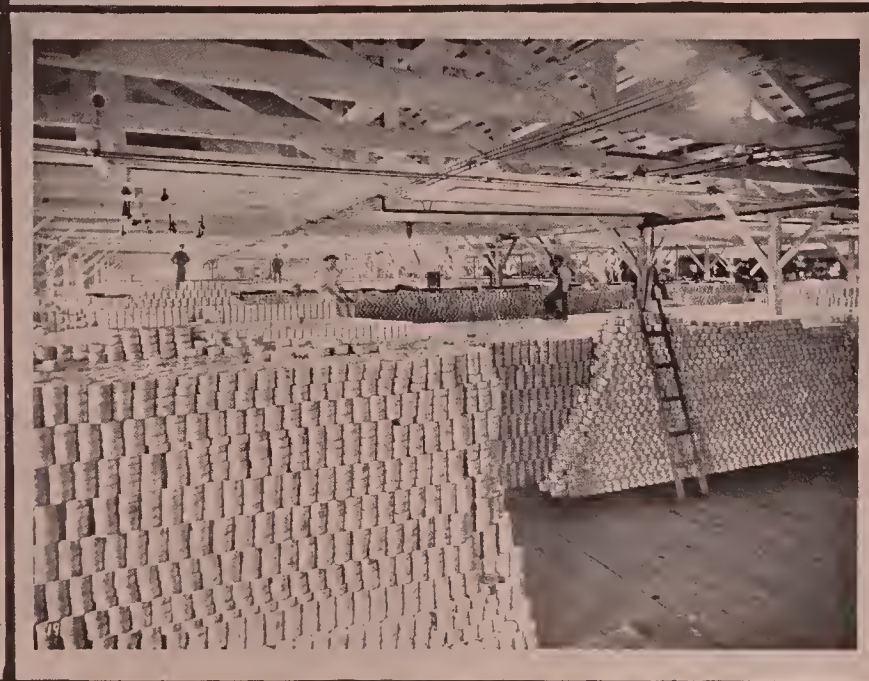


CHIEF SEATTLE



PRINCESS ANGELINE

Chief Seattle, after whom the City was named, was a prominent figure during the early pioneer days of the Northwest. He not only ruled his tribes with wisdom but was a firm friend of the whites. Although below the average height, Seattle was a man of great strength and of strikingly intelligent appearance. His fidelity towards the whites and intense love of peace was shown during the Indian war of 1855-56, when he refused to join Chief Leschi in his attack on the then struggling village of Seattle. He is believed to have been born about 1786, dying in 1886. Princess Angeline, daughter of Chief Seattle, was for many years an object of great interest and solicitude to the people of Seattle because of her eventful life and friendliness. There is a popular tradition that she saved the lives of the inhabitants by giving early tidings of an attack on the town by the Indians. Her death occurred May 31st, 1896, at an estimated age of nearly a century.



SCENES AMONG THE SALMON FISHERS OF PUGET SOUND

First, are the Gill-netters, awaiting their "turn" to cast their nets where the salmon run; second, "Brailing traps" on San Juan Salmon Banks. Third, showing twenty-five thousand "Sockeye" salmon on the floor of a cannery, and fourth, 200,000 cans of salmon ready for the case. There are about 5,000 men employed in the fishing industry upon Puget Sound, with an annual out-put of from \$5,000,000 to \$8,000,000, according to the run of salmon. Seattle is headquarters for a large number of packing concerns operating in Alaska, and elsewhere, whose out-put of canned salmon approximates \$12,000,000. Large quantities of halibut, cod, smelt, herring, oysters, clams, crabs and other salt water fish are taken, placing the fisheries among the greatest sources of wealth.



SCENES IN THE LOGGING INDUSTRY

First, a logging train ; second, yarding logs ; third, loggers' bunk house ; fourth, log raft. Washington leads all other states in the quantity of lumber cut, makes a trifle more than one-half of the shingles manufactured in the United States, and is second in the production of lath. The standing timber in the state is estimated to be 200,000,000,000 feet, valued at \$300,000,000. There are within the state upwards of 923 saw mills, 452 shingle mills, and about 1,200 logging and bolt camps, together with a large number of planing mills and other wood working establishments. The lumber industry employs directly 96,880 men, while the number engaged in transportation, producing and supplying mills and camps with machinery, equipment and food, makes the total something more than 100,000. A large part of this immense business is handled through central offices in Seattle.



THE WASHINGTON HOTEL

The Washington is Seattle's largest and most fashionable hotel, the finest in the Northwest, and not surpassed in elegance of appointments by any in America. The Washington is but one, however, of the great hosteleries in the city, a large number being but recently completed, and several now being finished. Altogether there are two hundred and fifty hotels in Seattle. The New Leary Building is the latest elegant office building on the fashionable Second Avenue. It is of the most approved modern construction, and standing at the corner at Madison Street, adds greatly to the attractive appearance of that vicinity.



THE NEW LEARY BUILDING



THE ALASKA BUILDING

The Alaska Building was the first sky-scraper to be built in Seattle. No other or more recent building surpasses it in beauty. It contains banking rooms and offices and is located at Second Avenue and Cherry Street.



AMERICAN BANK AND EMPIRE BUILDING

The American Bank and Empire Building, centrally located at Madison Street and Second Avenue, is one of the popular handsome office buildings of the City.



SCENES AT WHITE CITY

White City is the new popular resort upon the shore of Lake Washington at the terminus of the Madison Avenue car route. Our pictures show the handsome entrance, one of the picturesque lake views, and some of the amusement features. Other devices for a day's diversion are the Caroussal, circle swing, human wheel, alligator tank, skidoo house, human laundry, bowling alleys, dancing pavilion, theatre, miniature railroad, flying machine, Japanese village, tickler; and a new Thompson Scenic Railway, costing \$20,000 is to be ready for the coming season. Altogether \$30,000 is being expended to add to White City attractions.



SCENES AT LUNA PARK

The Natatorium, the Circle Swing, the Chutes and the Carroussel as pictured, are among the amusement features at this popular resort. The Park juts out into and over the waters across the harbor, in West Seattle, and is beautifully located. All steamers and sailing craft going to and from the city pass in procession before the pleasure seeker. During the summer season when illuminated by electricity the Park makes a brilliant night picture. The Natatorium is one of its most popular attractions.



SEATTLE HOMES

The street scene presented shows some of the residences upon Fourteenth Avenue, and is typical of the home streets of the city. The great diversity of scenery, all about the city, caused by the hills, and terraces; the slopes to the Sound and to the lakes, together with the numerous parks and boulevards, give wide scope for picturesque effects in architecture and landscape. Add to these features, the beautiful water and mountain views and all combine to produce home surroundings of unsurpassed beauty.

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