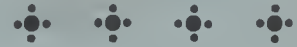


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Washington



..... The Evergreen State



.....AND.....

A
Souvenir
for
1893-94



.. Seattle ..

ITS Chief City

CHIEF SEATTLE

3/35/2

Compiled by THOS. W. PROSCH and C. T. CONOVER, A Committee,

.....AND.....

ISSUED UNDER THE AUSPICES OF THE SEATTLE CHAMBER OF COMMERCE

PUBLISHED BY T. F. KANE

FROM PRESS OF SUNSET PUBLISHING CO., SEATTLE

The Puget Sound National Bank of Seattle

STATE OF WASHINGTON

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SURPLUS, - - 120,000

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J. L. DAWSON

TIMBER LANDS

Seattle, Washington

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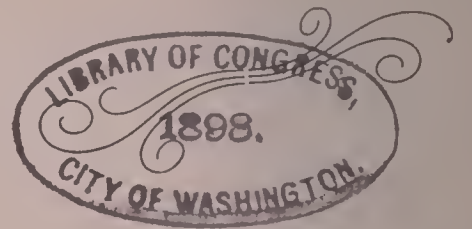
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The Best Makes of

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New Hotel. The most centrally located in the city

American plan—\$2 to \$3 per day
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Any carriage or gurney will take you to the hotel free of charge

COR. FRONT AND MARION STS., SEATTLE, WASH.

SEATTLE, THE QUEEN CITY



“Seattle is metropolitan. It has the indefinable tone that marks the city from the town, and that when amplified belongs only to the chief city in a state or industrial district. It has the crowds of hurrying men and women, the lounging, staring groups of yokels, the daily battalions of tourists and drummers and strangers generally, bent on selling or buying and driving about with heavy bag-



Photo by La Roche

KING COUNTY COURT HOUSE

gage piled on their cabs; it has large and fine hotels, theaters of several grades, beer gardens, etc. It makes the visitor feel that it is a bustling, capital town, and that is a character and influence that cannot be simulated or made to order. It is the districts of wholesale stores, whose merchandise and customers crowd one another on the sidewalks, it is the bustle at the depots and wharves, the activity in the harbor—if it is a seaport—the flurry of the people in the retail quarter; such are the tell-tales of a city of importance, and Seattle has them.”—

Julian Ralph, in Harper's Monthly.

Location and Surroundings.—Seattle, the chief city of Washington, is situated on the east side of Puget Sound, midway between the north and south ends of that unequalled body of water, on the slopes and hills between the salt waters of the bay and the fresh waters of Lake Washington. The wharves, warehouses, railways, streets, mills, shops, factories, wholesale stores, boat houses, fisheries, lumber yards, and a host of other establishments, occupy the low lands on the water front, while the slopes and highlands to the east are built up with hotels, retail stores, halls, churches, schools, residences and all the other things that go to make a city. In different portions of the city elevations of from 200 to 400 feet are attained, generally by easy grades. These heights permit of per-

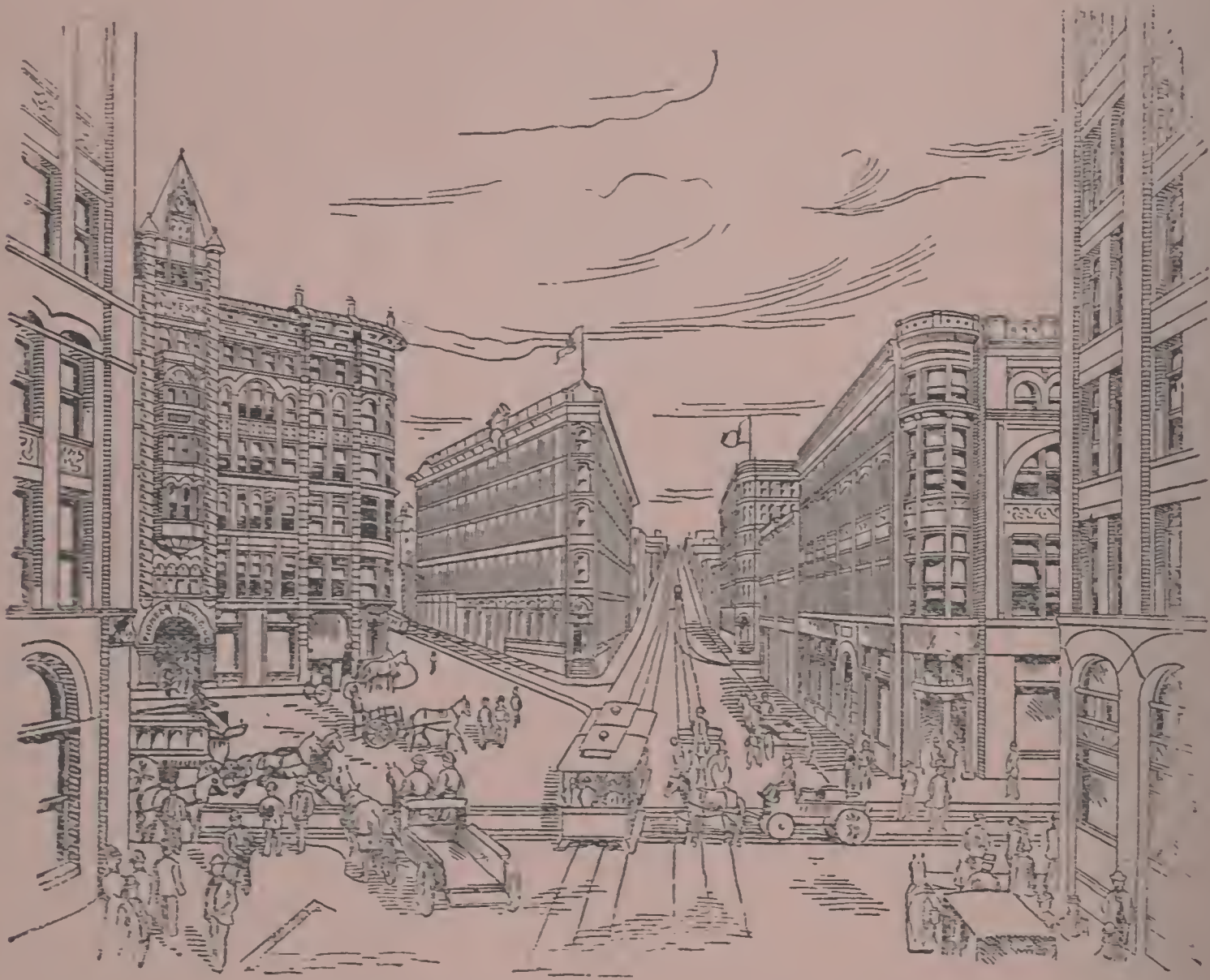


Photo by La Roche

YESLER AVENUE, EAST FROM FRONT STREET

fect drainage, and render Seattle one of the most wholesome of cities. These heights, the intervening undulations, the slopes to the east and west, north and south, supplemented by grand views of the Cascade and Olympic mountains, Washington, Union and Green lakes, Puget Sound and the surrounding shores and hills, valleys and rivers, with their settlements and towns, furnish scenery of the finest character and the utmost variety. From ten thousand home-sites beautiful and inspiring views may be obtained.

Terminus of the Great Northern Railway.—It is becoming evident that the recent opening of the Great Northern railway for traffic from its Pacific terminus at Seattle, through to the East, is an event of greater importance to the Pacific Coast than anything that has occurred since the first railroad touched the shores of the Pacific. This is not simply because there is a new railroad in the field, but is due to the fact that this superb road, brought to successful completion by the commanding genius behind it, was built for less money and better than any other transcontinental railroad; has only a fraction of the indebtedness of any other road to the Pacific coast (and that at a lower rate), and has an advantage in grades that makes it the practical master of the transcontinental traffic. These things mark the dawn of a new era in through railroad business; they mean that Washington will have all of the United States for a market in future, and not simply the cities of the world that can be reached by ships. They give sure promise of the speedy development of the wonderfully rich and varied resources of Washington, and particularly do they indicate growth and prosperity for Seattle, “the headquarters and hindquarters of the Great Northern railway on the Pacific Coast,” as Mr. Hill has expressed it. It is safe to say that no other community rejoices quite so thoroughly over the completion of the Great Northern as does Seattle, for it emphasizes this city’s final triumph over adversity and every sort of opposition.

Seattle’s Victory Deserved.—Seattle’s victory has been entirely due to her commanding location, perfect harbor and enterprising and self-reliant people. When a railroad projected to Puget Sound in early days failed to keep faith with Seattle the people turned out en masse and began to build a railroad for themselves, and actually constructed the road to the Newcastle mines; again, when railroad oppression became unendurable in later years, and it became necessary to have a counter irritant, Seattle citizens began the construction of the Seattle, Lake Shore & Eastern railroad, designed to connect with a transcontinental railroad east of the mountains. Capital was enlisted in New York, a large portion of the construction was done and the enterprise served an admirable purpose before it fell into the hands of the Northern Pacific. These are important facts of history and are only referred to as such.

Seattle, named in honor of an Indian chief, was first settled in 1852, but its growth was slow and unimportant for many years. In 1880 the population was only about 3,000.

• • •
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 AND DUNGENESS
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CITY DOCK CO., SEATTLE AGENTS

TIME CARD
 COMMENCING DECEMBER 18, 1893
 Leaves Seattle, 7:00 a. m.; Towns-
 end, 10:30 a. m.; Dungeness, 12 m.
 Arrives Port Angeles, 1:30 p. m.
 Leaves Port Angeles, 2 p. m.; Port
 Townsend, 6 p. m.
 Arrives Seattle, 9:30 p. m.

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CAPITAL, - \$100,000

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SEATTLE, WASH.

Features of Seattle.—Seattle has 106 miles of graded streets, from 60 to 120 feet wide. Railroad avenue in part is 250 feet wide, but not yet fully occupied. A comprehensive system of boulevards from 80 to 150 feet wide is projected. The streets are lighted by 910 electric lamps. Private and public parks are numerous. The city maintains a free reading room and public library of high character. Including steam fire boat, houses, horses, engines, lots and all, the fire apparatus is more than can be found in any like city elsewhere and has cost \$260,000. The department requires the services of 78 fully paid men. One million and sixty thousand dollars have been spent for a system of water



Photo by La Roche

MOUNT RAINIER, 14 444 FEET IN HEIGHT

supply, and \$400,000 for main sewers. The city owns real estate worth \$350,000. There are 1050 telephones in use.

Schools.—The common schools are under the direction of a board of education, connected in no wise with the city government. In 1892 6,417 pupils were enrolled and in 1893 over 7,000. The 1892 census showed 9,865 children of school age and 4,124 under age. The district owns property valued at \$660,000, including 6 brick and 12 frame

Postoffice.—The sales of stamps, envelopes and newspaper wrappers aggregated \$9,155 in 1885; \$14,321.68 in 1886; \$64,374.89 in 1889, and \$101,151 in 1893. The business of the Seattle postoffice far exceeds that of any other office in the state.

Street Car Lines.—There are thirteen street car companies, operating 22 miles of cable road and 69 of electric. These lines are well equipped and give excellent service to all parts of the city.



Photo by La Roche

SCENE IN THE HARBOR

Churches.—There are sixty-two church organizations and fifty-three church structures. Nearly all denominations are represented. Several denominations have from three to ten local societies and buildings. The aggregate membership is about 7,000, the parishioners about 16,000 and the value of church property is about \$800,000.

Banks.—Seattle has eighteen banks, with an aggregate capital of \$3,095,000 and in 1892 deposits amounted to \$7,050,000 and the resources to \$11,784,000. The clearing house business amounted to \$55,514,556. There are in the state 121 banks, having a total capital of \$14,086,000.

Seattle Manufactures.—Rather than give unofficial figures for 1893 it will be better to go back three years and give the statistics of manufactures of Seattle for the census year, 1890, as announced by the census bureau at Washington, D. C., viz:

Number of manufactories	253	Wages paid	\$2,845,299
Capital invested	\$4,284,707	Value of material.....	4,462,070
Hands employed.....	3,613	Value of product.....	9,208,195



Photo by I. a Roche

THE FLEMING AND AYERST COMPANY'S LOGGING CAMP

United States Institutions.—Seattle has United States district and circuit courts, United States land office, custom house, marine hospital, weather observance and signal service offices, internal revenue office, United States depository, office of the geological survey, two commissioners and a United States recruiting station.

Comparative Statistics.—In 1883 the school census showed 2,675 children of school age in Seattle, in 1893 13,989. In 1882 1,279 votes were cast in the city, in 1892 9,304. The city assessment of 1882 amounted to \$5,919,385, that of 1893 to \$43,802,716. The municipal revenues of 1883 aggregated \$39,270, of 1893 \$780,497. The banks of 1883 numbered 3, of 1893 18. The newspapers and periodicals of 1883 numbered 6, of 1893 34. The street lights of 1883 numbered 35, of 1893 910. In 1883 only 19 miles of railway terminated in Seattle, and that the entire mileage in the narrow gauge road to the coal mine at Newcastle. In 1893 the local and transcontinental systems terminating here aggregate 9,514 miles of road. Ten years ago there were no letter carriers, no street



SQUIRE PARK RESIDENCES



UNION TRUST COMPANY'S BLOCK, COR. SOUTH SECOND AND MAIN STS.

WE present here two cuts of the Union Trust Company's property. Squire Park stands in the foremost rank among the beautiful residence properties of Seattle. The Union Trust Company controls all the improvements made on this property, and the restrictions under which it is sold, as well as the systematic beautifying of the neighborhood, the nearness to the business center, the efficient street car service, and the natural advantages of situation — overlooking the city and surrounding country — all contributing to its desirability. It is the only property on which the company makes residence loans. The mortgages are sold to investors under the company guaranty for the prompt payment of principal and interest. Any bank in Seattle can be referred to regarding the character of these mortgages.

The company's block shown in the cut is situated in the centre of the wholesale district. The beautiful cream-colored brick of which it is built were manufactured in Seattle. The company also owns valuable water front property.

The officers of the company are: President, Hon. W. C. Squire, U. S. Senator; First Vice-Pres., Hon. E. O. Graves, president Washington National Bank; Second Vice-Pres., Hon. Wm. Forrest; Secretary and Treasurer, M. F. Backus; Manager, C. H. Hagan.

Further information about the mortgages will be cheerfully furnished investors addressing the manager.

cars, no telephones; now there are 22 carriers, 92 miles of street railway and 1,050 telephones. Ten years ago no ship had ever come direct to Seattle from Atlantic or European ports; now many are coming continually and the harbor is never without such craft, and wheat, hops, flour, lumber, shingles, products of fisheries, etc., are exported to all parts of the world, while the coast coal trade has assumed vast proportions.



Photo by La Roche

PUGET SOUND NATIONAL BANK
PIONEER BLOCK

Population.—The census has shown Seattle's population as follows in the years named:

1880.....	3,533	1888.....	19,116
1883.....	6,645	1890.....	42,837
1885.....	9,786	1892.....	57,542

Polk's directory, issued annually, has shown names as here stated: 1889, 11,340; 1890, 17,534; 1891, 21,515; 1892, 23,561; 1893, 25,184. The multiple $2\frac{1}{2}$ has agreed very closely with the census in past years. Using that multiple in connection with the directory names of 1893 the population may be stated to number 62,960.

CHIEF EVENTS OF 1893



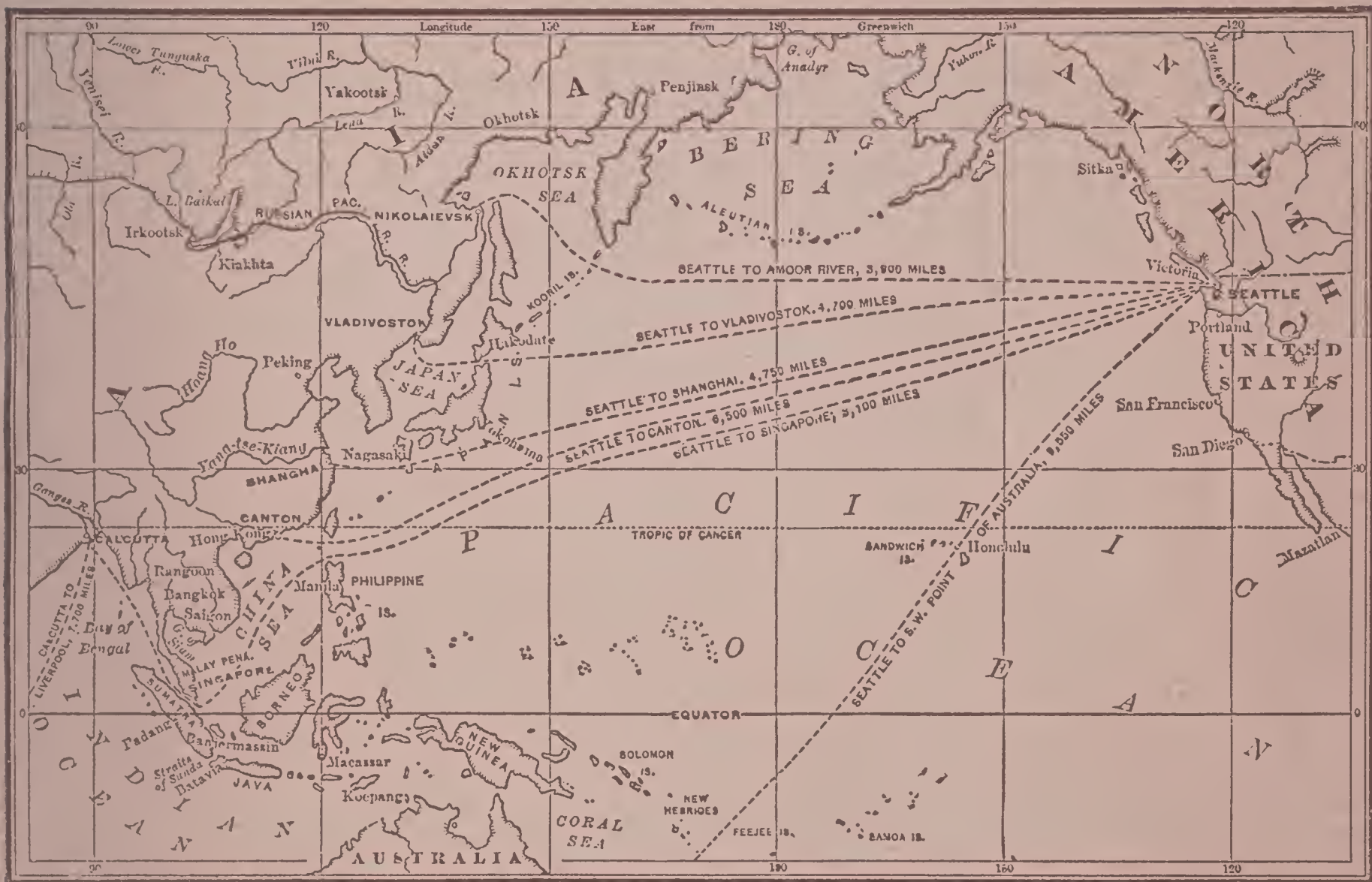
Seattle's progress in 1893, "the year of the panic," has been uninterrupted and there are several events of much importance to chronicle.

No Bank Failures.—The panic has passed over without leaving a wreck in Seattle. There has not been a bank failure or a business disaster in this city during the year. The record is unique among cities of like population in the United States and surely demonstrates the stability of the city. Seattle stood like a rock during the storm, and her achievement has been widely commented on. The *New York Mail and Express* in a leading editorial said: "Among the articles placed in the corner stone of a new church at Seattle last week was a blank book with this inscription on one of its pages: 'Seattle has twenty banks with capital ranging from \$50,000 to \$600,000, and has never had a bank failure; neither has there been a business failure of any sort in Seattle as a result of the panic of 1893.' In addition to the entire absence of bank and business failures in Seattle one of the leading banks of the city several weeks ago, during the darkest days of the depression, increased its paid-up capital stock from \$300,000 to \$600,000, and the new stock was subscribed instantly when offered. No other bank in the United States has increased its capital during the present period of depression. Such an achievement is an object lesson worthy of emulation by many older and more populous communities. It teaches the advantages of unity of action, and in this case was the direct result of civic pride, backed by able and conservative management of the financial institutions. Knowing that the banks were secure and would stand together like a stone wall, the mass of their depositors stood at their backs. As a result the banks of Seattle have met every demand with legal currency and have not even been obliged to resort to clearing house certificates, certified checks or any other expedients. Seattle has survived railroad oppression, prospered under a conflagration that destroyed the entire business portion of the city, and now has a population of 63,000 and is one of the finest cities of the land. Such are the fruits of enterprise, self-reliance, unity and civic pride.'"

The Completion of the Great Northern Railway to its Pacific terminus at Seattle surpasses all other events of the year in importance and has been referred to in previous pages.

Asiatic Steamship Line.—About the time of the completion of the Great Northern railway Messrs. Samuel Samuel & Co., of London and Yokohama, sent a representative to America to confer with President Hill, of the railway company, relative to putting on a trans-Pacific steamship line in connection with the Great Northern railway. The mission was entirely successful, and the Great Eastern Steamship Company is the result. The *Crown of England*, the first ship of the new line to make the voyage, arrived at Seattle early in the present month with a cargo of tea and other Asiatic products for Puget Sound and the East, and there will be a vessel every three weeks. The return cargoes will consist mainly of flour from the flouring mills of Seattle, as flour is already largely consumed in China and Japan and is supplanting rice as the staff of life in those countries. The vessels

of the new steamship line, with their American terminus at Seattle, touch at the principal ports of China and Japan, and arrangements are now being made for them to call at Vladivostock, the chief port of Siberia. The new line has an advantage over all other trans-Pacific lines in that its connecting road, the Great Northern, is the shortest trans-continental road in existence and has the easiest grades, and besides, there is a large saving over competing lines in the distance between Seattle and the Asiatic ports, as the following table of distances in miles and the map will show:



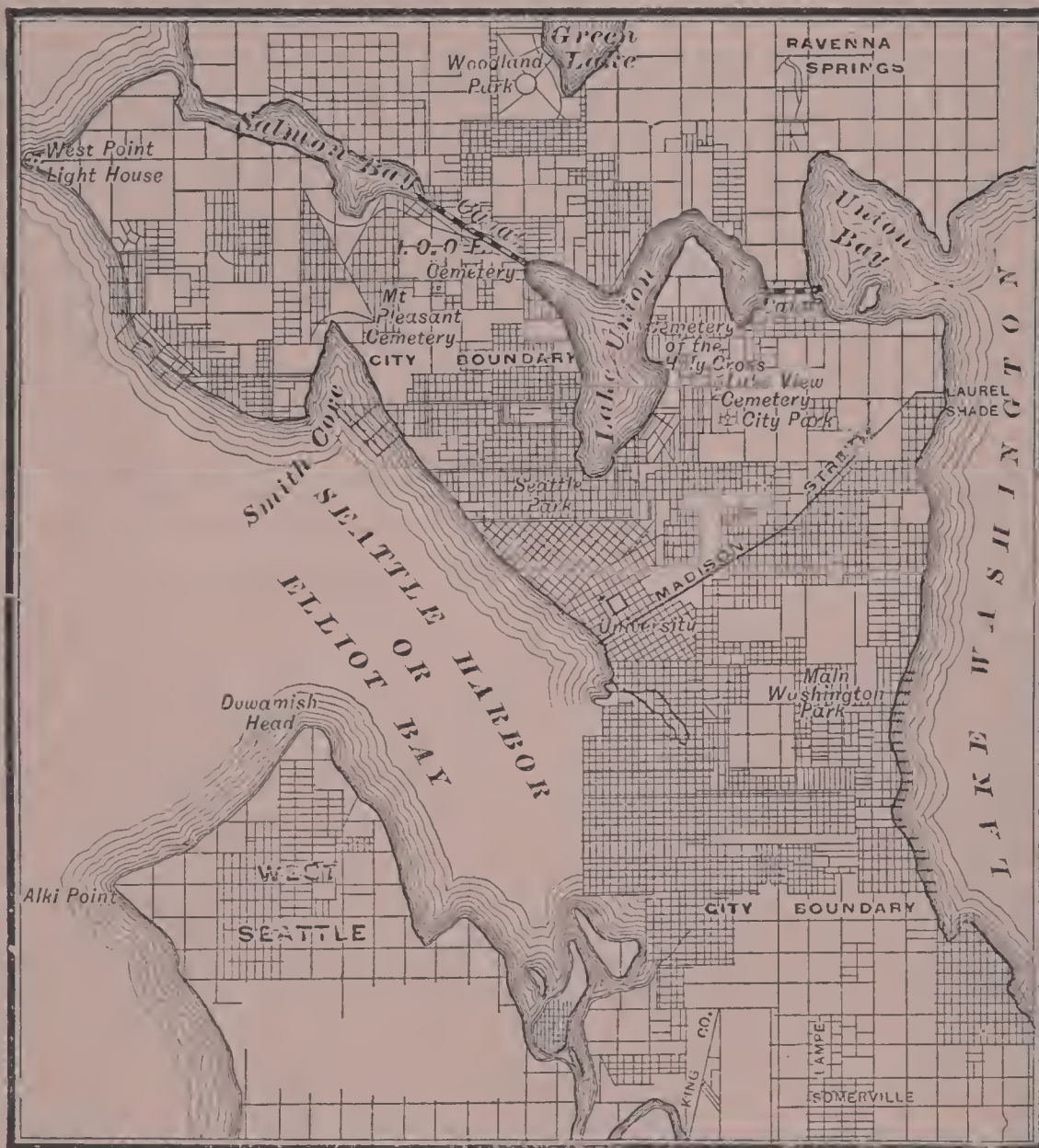
	Seattle.	San Francisco.	Liverpool.
To Shanghai	5,750	6,100	11,750
To Canton	6,500	6,800	10,900
To Vladivostock.....	4,700	5,200	12,700

Shipping Wheat.—The completion of the Great Northern railway also makes Seattle a very important wheat shipping port, as it lays the wheat fields of Eastern Washington, and particularly of the Big Bend country, at Seattle's doors. Seattle has prepared for the new trade with as fine elevators as any on the Coast, and the railway officials and grain buyers estimate that from thirty-five to fifty ship loads of wheat, aggregating 3,500,000 to 5,000,000 bushels will be shipped from Seattle the present year to the grain buying countries of the old world. This, of course, is a very small percentage of the wheat that will find a market in Seattle in future years.

SEATTLE SHIP CANAL



Lake Washington forms the eastern boundary of Seattle, is about 20 miles long, averages 2½ miles in width and has an area of 38.9 square miles, or 24,896 acres, of which about 22,000 acres cover a depth of 25 feet or more. The depth of the lake is very great and soundings of 600 feet have been made. The idea of connecting Lake Washington with Puget Sound by a ship canal, and thereby creating a fresh water harbor, attracted the attention of the first engineers on the Pacific Coast, and General George B. McClellan,



SHOWING ROUTE OF CANAL

who made a personal survey of the country in 1853, became deeply impressed with the importance of the project and strongly urged the war department to take the improvement in hand as one intended to create "the finest naval resort in the world." All of the canal construction required would be for a few hundred feet between Union Bay and Lake Union and 5,700 feet between Lake Union and Salmon Bay, an estuary of Puget Sound.

As a harbor of safety for vessels Lake Washington cannot be surpassed. Its waters can accommodate a fleet. The waters of Puget Sound, like all salt waters, are infested

STIMSON MILL CO., Incorporated

MANUFACTURERS OF

LUMBER, LATH AND SHINGLES



Photo by LaRoche

THE STIMSON MILLS AT BALLARD

SHIPPING FACILITIES UNEXCELLED

By Water or Three Transcontinental Roads

Lumber Capacity, per day 140,000 feet

Shingle Capacity, per day 480,000 scs.

BALLARD, WASHINGTON

expensive than on fresh water, where the water is always of a uniform height, and wharves can be constructed having in view the greatest economy in handling cargoes. The North Pacific Naval Station has been located directly across the Sound from Seattle, and the construction of the canal is strongly urged by the naval authorities. Aside from this feature of it, it can readily be seen that the construction of the canal would undoubtedly give Seattle the lightest harbor dues and cheapest dockage in the world, an advantage which, while of the vastest importance to this city, would be shared by the entire country whose products pass through the port of Seattle. Already three railroads, the Northern Pacific, Seattle, Lake Shore & Eastern and the Columbia & Puget Sound, touch the shore of Lake Washington; two others, the Great Northern and the Union Pacific, are nearly



Photo by La Roche

BURKE BUILDING

completed to it, and the Chicago, Burlington & Quincy is in prospect. Besides having been urged by General McClellan the construction of the canal has been warmly recommended by territorial and state legislatures of Washington; by Major George H. Elliott, General B. S. Alexander and Captain C. W. Raymond (December 9, 1867); by General Alexander (October 11, 1870); by Captain Charles F. Powell (March 20, 1884); by General Nelson A. Miles and Major-General John Pope (July 16, 1885), by General John Gibbon (March 29, 1892.) A strong report in its favor was made December 15, 1871, by a special board of examiners, consisting of B. S. Alexander, lieutenant-colonel of engineers, brevet brigadier-general U. S. A., president of the board of engineers of the Pacific Coast, and Thomas H. Handbury, first lieutenant of engineers. After a most thorough examination, a still more detailed and favorable report was made December 15, 1891, by

a board appointed by President Harrison, consisting of Colonel G. H. Mendell, Major T. H. Handbury and Captain T. W. Symons, corps of engineers. Upon the report an initial appropriation of \$300,000 passed the United States senate last year, but failed in the house. That congress will soon undertake the work, however, there is no doubt.



Photo by La Roche

BUTLER BLOCK

KING COUNTY



In 1870 King county, of which Seattle is the county seat, had 2,164 people, and in 1880 5,910, it being exceeded then by but three of the twenty-five counties in the territory. In 1883 it took first place, with 10,242 inhabitants, a place that it has held continually since, with ever increasing lead. The census of 1892 showed a population of 78,762, or 3,646 more than the entire state twelve years before!

Coal.—For twenty years past King county has led in coal production on the Pacific Coast. It has had more mines opened, has produced more coal, has exported more, and has found a more general and widespread market than any other county in the state. Its coals have gone to the extent of 5,000,000 tons to warm and serve the people of Alaska, British Columbia, Washington, California, Hawaii and Mexico. The coal ranges in

SEATTLE, LAKE SHORE & EASTERN RAILWAY CO.

THOS. R. BROWN, Receiver

The only line to Gilman, Snoqualmie Falls and North Bend country. The quickest and shortest route to Snohomish, the Monte Cristo mines, Anacortes, Hamilton, Sumas, New Whatcom and Vancouver.



The Snoqualmie Falls are the grandest in the United States.

Good Hotel Accommodations, Picnic Grounds, Fishing, Boating, etc.

SPECIAL RATES MADE TO PARTIES

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W. J. JENNINGS

General Freight and Passenger Agent, SEATTLE, WASHINGTON

J. COMPTON & CO. —————

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SEATTLE, WASH.

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Especial Attention Given to Lake Washington and Harbor
Water Front



**GREAT
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Accommodates All Classes of Travel

SEATTLE SPOKANE HELENA
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SIOUX CITY CHICAGO AND THE EAST
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RUNS Palace Sleeping and Dining Cars, Buffet-Library
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Through Sleepers to Chicago
F. I. WHITNEY, G. P. & T. A., - - ST. PAUL, MIN

STATE, COUNTY AND MUNICIPAL WARRANTS
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Correspondence solicited with parties owning property in and around Seattle, who wish to sell.

Reference by Permission:

J. FURTH, President Puget Sound National Bank.



OF SEATTLE

CLUB HOUSE ON WHEELS

The BUFFET Car on GREAT NORTHERN TRAINS contains all the Comforts and Conveniences of Metropolitan Club. Library, Daily Papers, Magazines, Bath Room, Barber Shop, Buffet Writing Desk, Card Tables, Smoking Room, Lounging Chairs, Observation Windows.

ALL THE COMFORTS OF HOME

GREAT
NORTHERN
RAILWAY

A PLACE { TO SLEEP
TO COOK
TO EAT

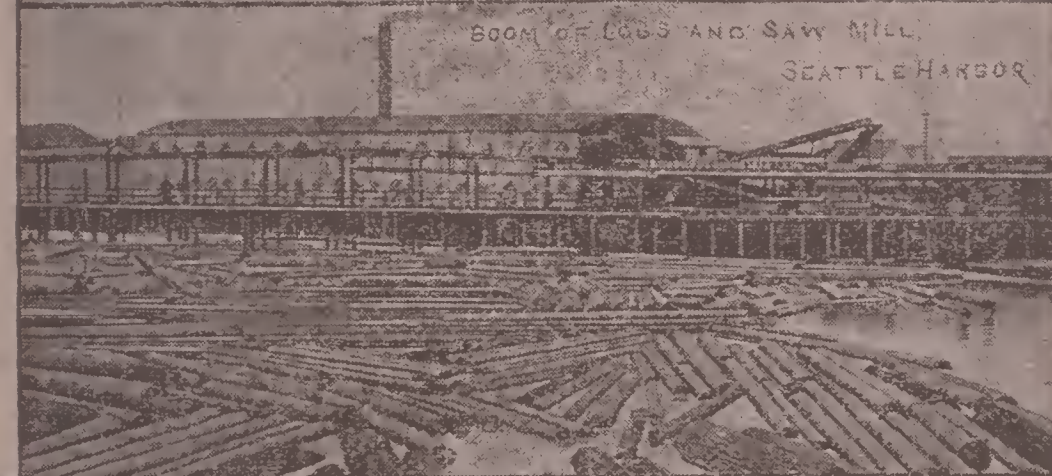
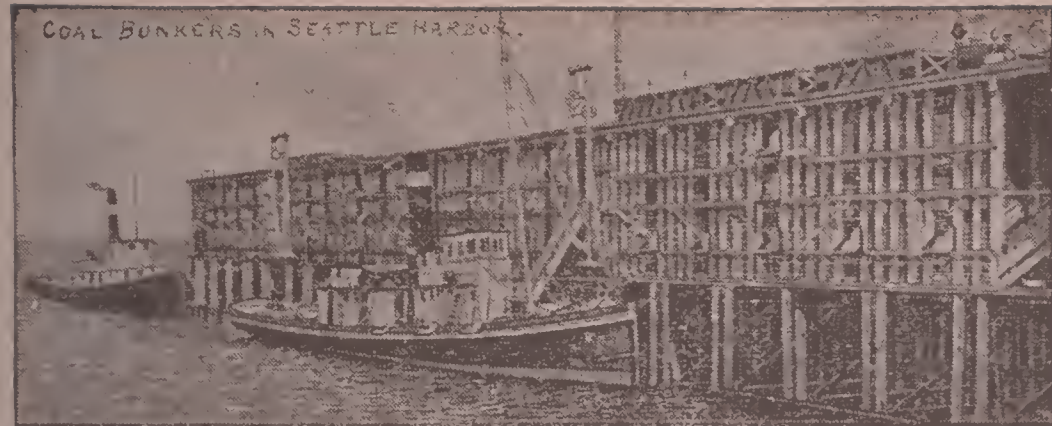
Family Tourist Cars between Seattle and St. Paul
\$3.00 FOR DOUBLE BERTH

quality from bituminous lignite to heavy bituminous coking coal. The mines are very reliable. The coal naturally gravitates to Seattle, whence what is not consumed is distributed by ship to various ports on the coast. It is found in inexhaustible quantities, comes out of the mines in uniform, suitable sized pieces for use, is hard and clean, banks and carries without waste, and is an excellent domestic and steam coal. But little use has yet been made of the gas and coking coals known to abound in the county. Analysis of coals from different parts are as follows :



SEATTLE GRAIN ELEVATOR

<i>Moisture</i>	<i>Fixed Carbon</i>	<i>Volatile Combustible Matter</i>	<i>Ash</i>	<i>Sulphur</i>
2.12	43.90	46.70	7.15	0.13
3.21	45.11	47.19	4.58	0.01
1.40	68.40	20.30	9.30	0.60
10.10	54.29	32.90	2.05	0.66
3.50	60.53	34.28	1.10	0.19



Analysis of iron ore from Money Creek mine in King County, on the line of Great Northern Railway, 75 miles from Seattle :

Silic acid.....	4.10
Alumina.....	.65
Magnetic oxide of iron....	91.94
Manganese.....	.21
Lime.....	2.01
Magnesia.....	1.03
Sulphur.....	None
Titanic acid.....	"
Copper.....	"
Arsenic.....	"
Phosphoric acid.....	.059
<hr/>	
Metallic iron.....	66.58
Phosphorous.....	.0264

Timber.—There are 879,600 acres of timber land in King County, upon which 20,230,800,000 feet of timber are estimated to be standing. This timber is fir, cedar, spruce, hemlock, maple, alder and ash. The lumber industry is already large, requiring millions of capital and employing thousands of men. The shingle mills of the county have a capacity of 2,000,000 shingles a day.

Agricultural Lands aggregate 300,000 acres. About 12,000 tons of hay are raised per annum, worth about \$12 per ton, and 3,000,000 pounds of hops worth about 17 cents per pound, besides apples, plums and other tree fruits worth \$200,000 ; oats \$40,000 ; vegetables, poultry, eggs, butter, pigs, cattle, horses, wool, honey, etc., in large quantities.

Clay.—King county takes high rank in clays and has over \$1,000,000 invested in manufacturing its various products, including brick, sewer pipe, unsurpassed anywhere: fire brick, proven by tests to be the equal of the foreign article; vitrified paving brick of wonderful toughness, terra cotta lawn decorations, building blocks, ornamental terra cotta of exquisite colors, pressed brick and building front brick from Scotch granite to an imitation of pure marble. Clays are also being worked in Seattle that show 45 per cent of aluminum, and clays have been found suitable for the finest pottery. A striking feature of King county clays is the extreme degree of heat they will stand. One Seattle clay company (the Denny Clay Co.), employs 175 men, and pays out \$10,000 in Seattle every month. The manufactures of King county are estimated at \$12,000,000 per annum.

Waterways.—In Lakes Union, Washington and Sammamish and in Snoqualmie, Green, White, Cedar, Duwamish and other rivers King county has extensive and most valuable inland waterways, while it is the keystone and center of Puget Sound, which accounts for its foremost position so firmly held in the commercial affairs of the North Pacific Coast. Five companies own and operate 240 miles of railroad in King county.



Photo by La Roche

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PUGET SOUND



Puget Sound is an inland sea of great beauty. Its approach from the ocean is through the Strait of Juan de Fuca, a deep, broad channel 12 miles wide and 90 miles long. At its head the strait is lost among the islands, bays and inlets of Puget Sound proper, and beyond to the north in the Gulf of Georgia. Puget Sound has an east-side length of 150 miles, and a west-side length of 90 miles, following the main channels, but its actual shore line is 1,594 miles, this extraordinary mileage being caused by the ramification of waters. They divide into a score of bays, large and small, and surround many islands. One of these is Hood's canal, 4 miles wide and 60 miles long. One of the islands is 30

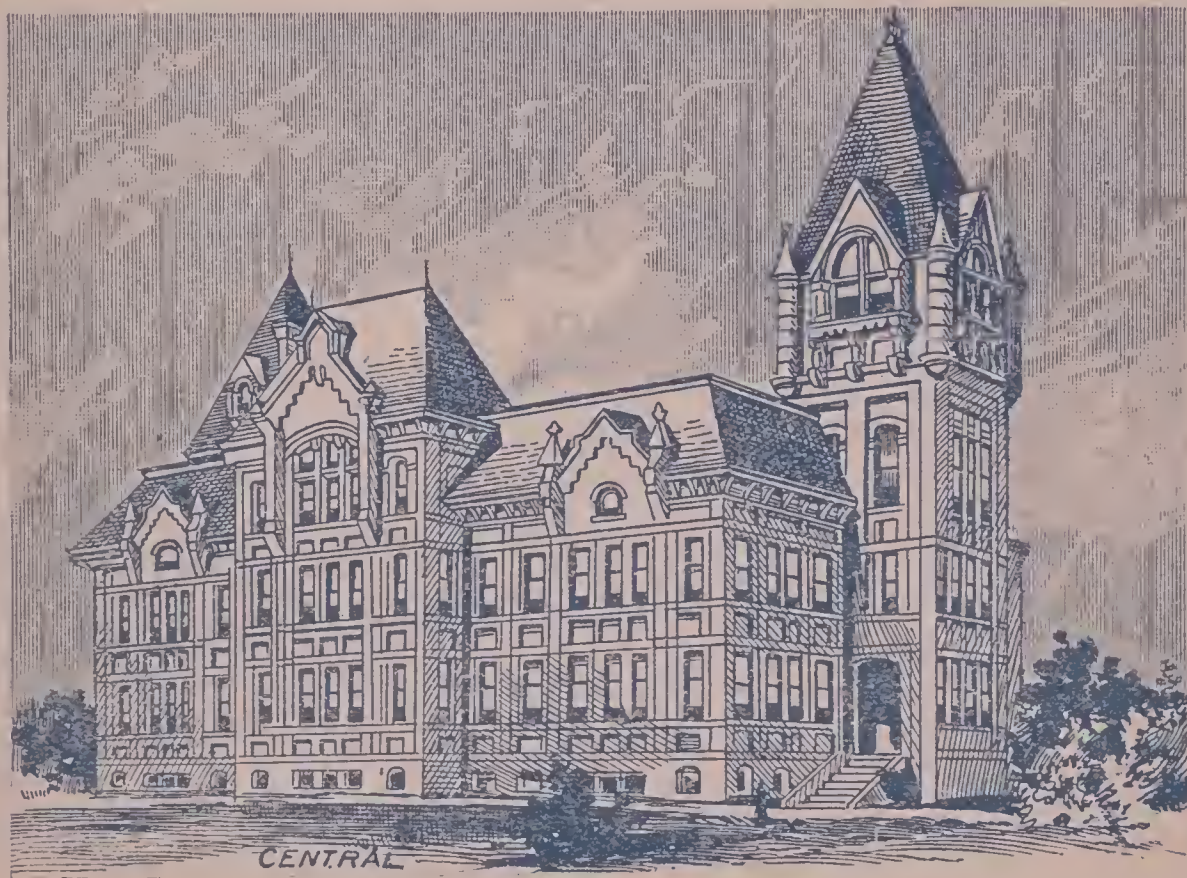


Photo by La Roche

CENTRAL SCHOOL

miles long, and there are six others from 10 to 20 miles each. The water varies in depth from 5 to 150 fathoms. There are no reefs, bars or other obstructions, and no navigation is easier, plainer or safer. The rates of maritime insurance are the lowest known. No ship has ever been lost within its waters in consequence of storms, and disasters of this kind are practically impossible, the Sound being one great harbor, with admirable holding ground throughout.

In a broader sense the name Puget Sound is made to apply to all the country bordering upon its waters, from the summits of the Cascade Mountains on the east to the Olympics or Coast Range on the west. From these mountains originate many rivers, which flow from 15 to 150 miles and empty into the Sound. The Skagit is the longest of these

rivers, and others are Nooksack, Stillaguamish, Snohomish, Snoqualmie, Cedar, White, Green, Puyallup, Nesqually, Deschutes and Skokomish. Several are navigable. There are also many lakes, the chief ones being Washington, Sammamish and Whatcom. The river valleys are very fertile. No country in the world can sustain a population of greater density than Puget Sound. Its wealth of timber, prolific soil, vast beds of coal, rich iron



Photo by I. a Roche

VIEW OF WATER FRONT, SEATTLE

ores, fisheries of incalculable wealth, water powers, opportunities for the merchant and manufacturer, its easy access by land and its magnificent approach by sea; these, and a host of other advantages, combine to give it a promise and a certainty in the great operations of the future that cannot be questioned.

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A GROUP OF VASES (FROM DENNY CLAY CO.'S WORKS)

going. Last year upwards of 100,000,000 feet of lumber were shipped East by rail and 1,000,000,000 shingles.

Population.—Two hundred and forty thousand people dwell in the Puget Sound country, one-third of them in the county of King, and one-fourth in the city of Seattle. Other towns of importance are Olympia, the state capital; Tacoma, Port Townsend, Whatcom, Fairhaven, Anacortes, Everett, Ballard, Puyallup, Snohomish, Port Angeles, Shelton, LaConner, Mount Vernon, Coupeville and Sidney.

Trade.—In 1892, 112,754,000 feet of lumber were shipped to foreign ports; 4,144,000 laths, 1,608,000 shingles, 3,393,636 bushels of wheat and 130,844 barrels of flour, valued in the aggregate at \$4,566,000. Large as these figures are, they appear small compared with those indicating the exports to domestic ports and by rail to the East. Nearly 600,000 tons of coal are sent by ship from Puget Sound to Oregon and California ports, and fully 200,000,000 feet of lumber, annually. In all 1,500,000 tons of cargo are sent out of Puget Sound annually, necessitating the employment of 1,000 large ships, or about six a day coming and

IRRIGATED LANDS



(Advertisement)

In Eastern Washington there are several million acres of land originally a desert waste but now undergoing quite rapid development in several parts by means of irrigation. These developments are at present confined almost entirely to the Yakima valley, of which Major Powell, director of the government geological survey, a high authority on the subject, says: "The Yakima valley is an ideal country for irrigation, the supply of water being unlimited and the cost of diverting and utilizing being less than in any



DENNY SCHOOL

other country known." The largest irrigation enterprise of the state is that of the Yakima Improvement Company, locally known as the Sunnyside canal, covering about 80,000 acres of land nowhere surpassed in fertility. This canal is 60 miles long, 30 feet wide at bottom, 62½ feet at top and 8 feet in depth. The following is a brief summary of the advantages offered to settlers by the Sunnyside district:

Climate.—The summer climate resembles that of California valleys in the length of the growing season, the number of sunny days, the absence of late spring and early fall frosts and immunity from destructive storms. The winters are short and not at all severe.

Soil.—The soil is a volcanic ash or decomposed basalt and is of great depth. In places along the river where a vertical surface has been exposed the depth is over eighty feet and the soil at the bottom is just as rich as at the top.



WASHINGTON HOP FIELD, SUNNYSIDE DISTRICT.

Productions.—This is beyond question the best fruit country in the United States for apples, grapes, pears, peaches, apricots, plums, prunes, berries and melons. It also offers superior advantages for the raising of hops as the hop-louse cannot endure the summer heats and dies before doing any harm to the vines. The yield is large and uniform, averaging in old yards from 1,800 to 2,500 pounds per acre year after year. Alfalfa is the great forage crop, and is cut from four to five times each season, yielding from six to ten tons per acre. Vegetables give enormous returns, especially potatoes, which are of superior quality, and profitably grown for the markets of Puget Sound. The cuts "Wash-

ington Hop Field" on the previous page and "Washington Potato Field" on this page are from photographs taken in the Sunnyside country in July 1893.

Special Advantages of Fruit Culture.—All the lands under the Sunnyside canal lie within a few miles of stations on the main line of the Northern Pacific railroad. Refrigerator cars are furnished and fresh fruit can be put in good condition in the Sound cities on the west and Spokane on the east, and can be sold in competition with California fruit in all the mining towns and camps of Montana and Idaho and the towns of North Dakota, South Dakota and Manitoba, and in the cities of St. Paul, Minneapolis, Duluth, Superior and Chicago. The Washington growers will monopolize these markets as soon as they can supply them, for the reason that Washington fruit is much better flavored than that of California. A branch belt line railroad from Mabton to Toppenish through



WASHINGTON POTATO FIELD, SUNNYSIDE DISTRICT.

the Sunnyside country is also projected and will give additional advantages to settlers, as its construction is one of the necessities of the near future.

Ten Acres Enough.—A settler who cultivates well in fruit, vegetables and alfalfa ten acres of this wonderful soil will have all the land he can personally attend to and will make a good support for a family. With twenty acres he can make a net income of from two to three thousand dollars a year.

Farming by Irrigation—Irrigation makes a farmer independent of the weather. He applies just the right amount of moisture to his land to secure the largest possible crop returns. No failure of crop is possible. The process is not laborious nor expensive. The water is turned on the lands two or three times during the growing season.

Prospective settlers desiring further information as to these lands can obtain the same in full detail, with maps, etc., by addressing D. R. McGinnis, Sunnyside, Washington.

WASHINGTON, THE EVERGREEN STATE . . .



“The most imposing monument yet reared to the memory of George Washington is not the splendid shaft at the national capital, nor is it that capital itself, beautiful now and destined to be the most beautiful of cities. It is the new state which bears his name, away off in the northwest corner of the Union—a state larger than New York, larger than England and Wales combined, and which in its very infancy bears upon its brow, in characters legible to all beholders, the infallible promise of parity, if not primacy, among all American commonwealths in every attribute of greatness. The same energy that has made Massachusetts rich and populous would in half the time make the state of Washington a Belgium in density of population and an England in wealth. The greatness of this young giant does not depend upon any one thing. It has been compared to Pennsylvania and justly, in that a wall could be constructed around it without serious detriment to its population, every necessity of life being available within its borders. * * * * * No gift of prophecy is needed to confirm the faith of every citizen of Washington that ten years hence, when the tribes come up again to be numbered, the Evergreen State will have a population of a million and a half, and its resources will be developed to a degree which will realize the wildest dreams of patriotism—nay, of avarice itself.”—*Moses P. Handy, in Lippincott's Magazine.*

No state has shown more permanent and pronounced evidences of development and prosperity, during the past few years, than Washington. Situated in the most remote corner of the Union, away from centers of population and lines of travel, its progress for a long time was necessarily slow. With the westward extension of empire, the obstacles to a rapid growth have been removed, and there has been nothing for a decade to retard the natural and inevitable advance. In consequence, the gains of wealth and population, and all the commercial, civilizing and refining influences accompanying, have been many times greater during the last ten years than during the thirty years previous, and the forward movement is fully as active now as at any time in the past. From the standpoint of the mariner or the landsman, the citizen or the stranger, the farmer or the man of town, the miner or the fisherman, the homeseeker or healthseeker, the day laborer, the mechanic, the artist, the capitalist, the manufacturer, the lumberman, the professional man, one and all, it's the same—Washington is magnificent and unapproachable in climate, scenery, resources, and in opportunities to make money. Its harbors are peerless; its rivers navigable for hundreds of miles; its lakes many and beautiful; its waters teem with food fishes; its lands are laden with hundreds of billions of feet of the finest of timber; its soils produce grasses, grains, hops, fruits and vegetables in the utmost profusion; beds of different varieties of coals cover great areas, and are practically inexhaustible; iron abounds; the precious metals are found in many places; all these, and more, added to the most equable and temperate of climes, and to scenery diversified, grand and

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inspiring, combine to make the Evergreen State the abiding place of the most contented and prosperous of people, and to assure it a place in the front rank of states ultimately.

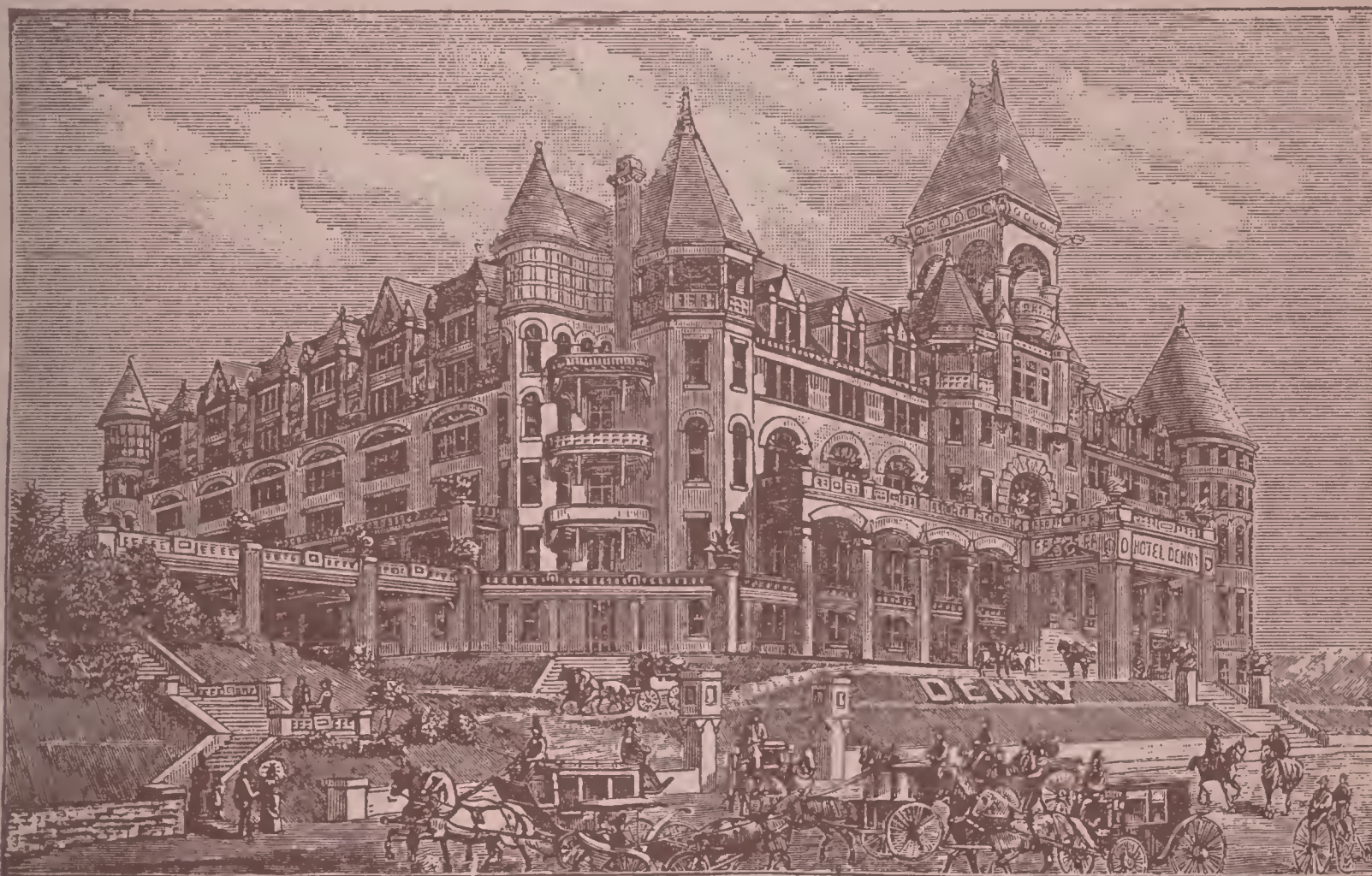
Scenery, Climate and Health.—The beauty and grandeur of Washington scenery is beyond accurate description. The traveler, looking from steamboat or car window, finds it ever changing, full of wonders and delights. Mount St. Helens, 9,500 feet high; Mount Baker, 10,814; Mount Adams, 13,258; Mount Rainier, 14,444; other mountains only a little lower, in the Cascade and Coast ranges; Snoqualmie Falls, 280 feet; the two falls of Lilliwaup; the three at Tumwater; Chelan, Spokane and elsewhere; the ocean beaches at Willapa and Gray's harbors;



A SEATTLE TOOTHPICK

Lakes Chelan and Washington; the islands of Puget Sound; the gorges, canyons, cascades and coulees of Eastern Washington; the big trees and the dense timber; the varied view from a single standpoint, of mountain, lake, river, sound, valley and town; the highlands and the low lands; the farms, the towns, the ships, the newness, the freshness, the activity and the promise, combine alternately to awe, elevate, astound, interest and please. The landscape painter finds in the Evergreen State subjects so numerous and so grand as to be bewildering.

The climate, like the scenery, is varied. Generally speaking, though, there are two climates in the state, one east of the Cascades and the other west. The average rainfall east, is about 20 inches a year, the snowfall 30 inches, and the temperature 50 degrees. The extremes of heat and cold are more marked in the east than the west. Melons will do nothing in Western Washington; In Eastern they thrive immensely, attaining 60 pounds in weight frequently. Peaches, grapes, sweet potatoes, peanuts, figs and other similar products are grown and shipped in great quantities. The lowest point reached by the thermometer in years was 3 degrees Fahrenheit in 1888; the next lowest, 7 in 1884; 12 in 1883; 14 in 1887; 16 in 1886; 20 in 1880; 21 in 1882; 25 in 1881; 26 in 1878; 28 in 1879, and 29 in 1885. The winters were so mild in some cases as to be hardly per-



DENNY HOTEL

ceptible. The greatest heat during the years referred to was 84 degrees in 1881 and 1884; 86 in 1879 and 1889; 87 in 1885 and 1888; 88 in 1882 and 1887; 90 in 1886; 92 in 1880 and 1884; and 94 in 1878. The average temperature during twelve years was 50 degrees, and the average precipitation, including snow melted, 45 inches. There are no violent atmospheric phenomena, the climate is mild and temperate, healthful and pleasant, permitting outdoor sports and work the year around.

There has never been anything like a general epidemic. Vital statistics indicate a very low death rate; in King county, for instance, there being 315 deaths in 1892, in a population of 78,762.

Timber—Western Washington possesses, according to Government Forestry Reports, the heaviest continuous belt of merchantable timber in the United States. It is estimated that 23,000,000 acres of timber land in the state will cut an average of 15,000 feet of merchantable timber per acre, while much will cut upwards of 100,000 feet; but a conservative estimate places the total at 410,333,335,000 feet. The output of lumber from Washington for the year 1892 was: Boards, 1,164,425,000 feet; lath, 436,716,000; shingles, 1,883,868,000. Fir constitutes about two-thirds of the forest growth, cedar, hemlock, white pine, ash, maple, alder, cottonwood and larch following in the order named. The fir grows to immense proportions, trees 250 to 300 feet in height, and from 6 to 12 feet in diameter being not uncommon; thus permitting extraordinary possibilities in the way of "dimension stuff." Fir is heavy and strong, is unsurpassed for ship, bridge or car construction, and for general building purposes. Cedar is next in abundance and importance. The value of cedar was not at first fully appreciated, but as its durability, the ease with which it is worked, and its beauty when properly finished, have become known, the demand has increased. Red cedar shingles have a wide reputation. In the state there are 300 saw mills, 300 shingle mills, 57 sash factories and 50 other wood-working establishments, and more than 500 logging camps. The durability of the Washington cedar shingle is so great that eventually it will be the only shingle used. It is estimated that within the next two years the production of shingles in Washington will amount to three-quarters of the entire production of the United States, which is about 10,000,000,000, and

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No. 2—Engine and bunker houses.
No. 3—Coal bunkers at mine.

No. 4—View yards and tramway.
No. 5—Gangway in mine.

No. 6—Car and blacksmith shops.
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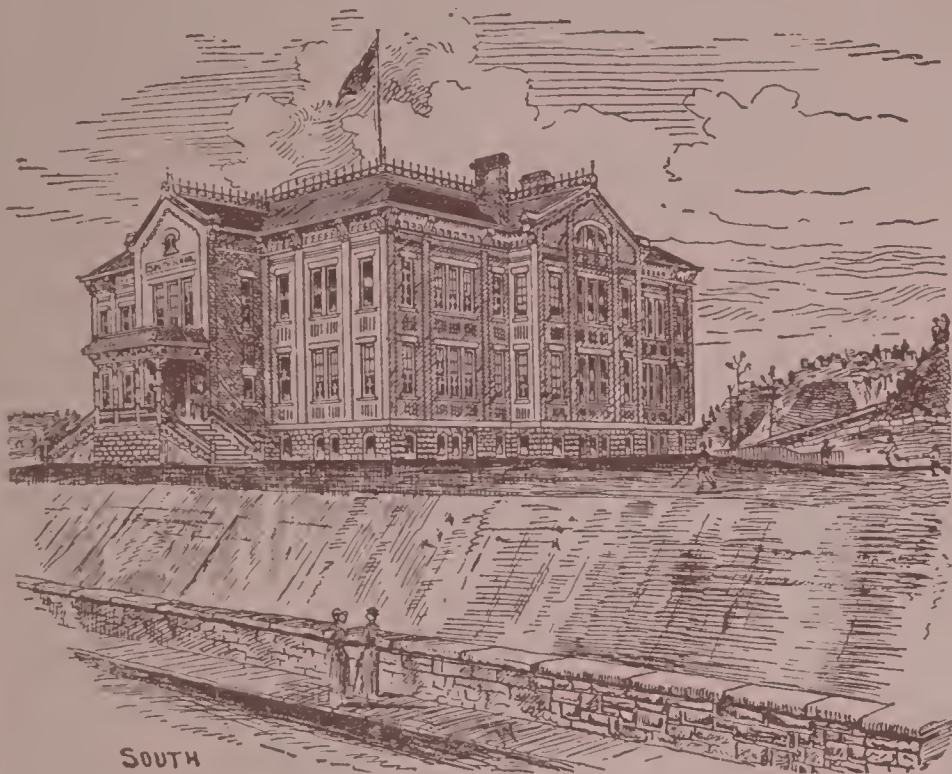
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with their constantly increasing use for siding may reach 15,000,000,000. During the past year shingle mills were erected with a daily capacity of 6,000,000 shingles. The daily capacity of the 300 shingle mills is 20,000,000 shingles. Lumber making has been

the leading manufacture of Washington in the past, and will be the leading industry, doubtless, for many years to come.

Coal.—Coal is found in 18 of the 34 counties of the state. The fields are said to comprise 1,000,000 acres. The varieties are lignite, bituminous, anthracite and coals of mixed character. The first mines developed were in Whatcom county, followed by those of King, Pierce, Lewis and Kittitas counties. The chief development has been in King county, from which has so far been taken about one-half the coal yet mined in the state. So far the coal of the state has been in demand chiefly for domestic pur-

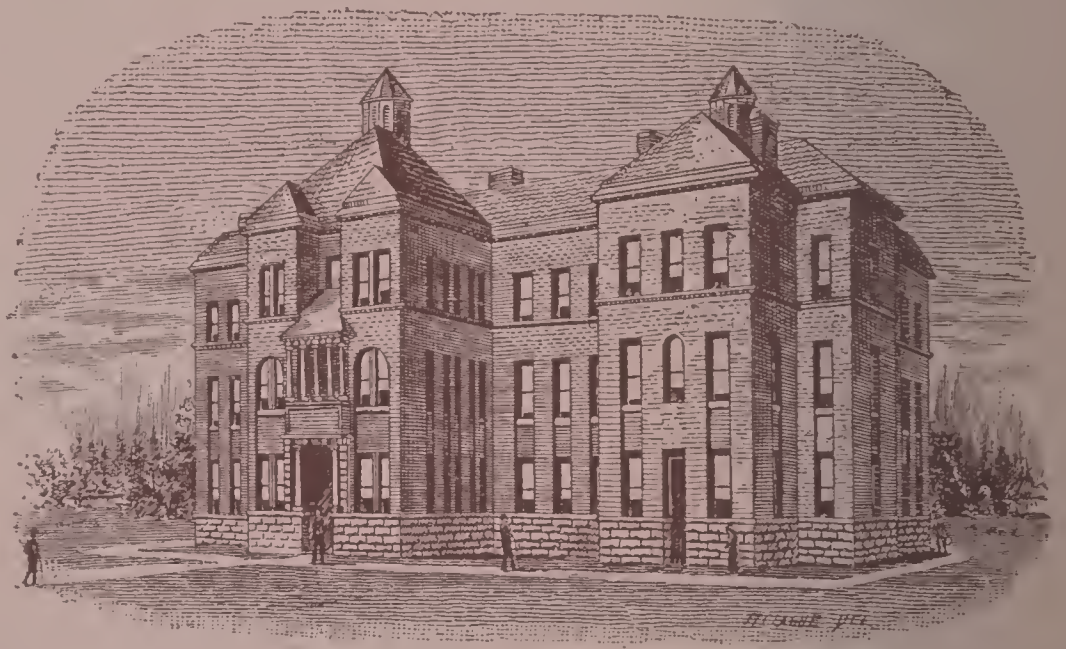


SOUTH SCHOOL

poses and the making of steam. It has been used to a limited extent for gas making and coke. It is gradually working into favor, and to the exclusion of other coals is more and more generally supplying the wants of the people of the entire Coast. Nothing has yet been done with the anthracite in trade. It is the product of a later period than the anthracite of Pennsylvania.

The Roslyn mine, in Kittitas county, produces a vast quantity of coal of excellent quality, and is the chief source of supply of the people of Eastern Washington. The Skagit river coal is one of the best in the state, being good for coke and steam, its analysis showing 1.19 per cent moisture, 8.35 per cent ash, 18.80 per cent gas and 71.66 fixed carbon. It has found little use in the past,

however. The anthracite is found in the Cowlitz country. There is every indication that Washington, ten years hence will be one of the three or four leading coal producing states of the Union.



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Iron.—This mineral, so indispensable in the affairs of men, is found in different parts of the state. There are many grades or kinds, at least three of them coming within Bessemer limits. But little, however, has been done in the way of production and nothing whatever with the best ores. Furnaces have been erected at Irondale, in Jefferson county, and irregularly employed for some years past. For some purposes, as for car wheels, its output ranks with the best in the world. The most valuable deposits known in the state are those in the Snoqualmie district, near Seattle.

Agricultural Resources.—Washington's two principal items of agricultural exports are wheat and hops. Conservative authorities make no attempt to limit the wheat raising capacities of the state to less than 200,000,000 bushels annually. There has never been a failure of crop; yields of 40 to 60 bushels per acre are common, and a test acre, cultivated with care, raised in 1890, 101 bushels.

Western Washington is justly celebrated for its hops, both as to quantity and quality. The yield for the past thirteen years has been about 1,600 pounds per acre, though many yards produce a much higher average. Several instances are known where the yield was 3,000 and as high as 4,000 pounds per acre. The average price paid the grower has been 18 cents; the average cost of production is 9 cents per pound. The yield of the state is 40,000 bales of 200 pounds each. In New York state the yield of hops is about 600 pounds per acre, and in England and Germany 800 pounds per acre. The crop of this state is grown chiefly in King, Pierce and Yakima counties. Nearly all cereals are raised successfully; and there is no soil or climate better adapted to the production of oats, hay, potatoes, vegetables and fruits. Oats in Western Washington yield commonly 75 bushels to the acre and occasionally as high as 100 to 125 bushels. Potatoes yield 200 to 500 bushels to the acre. All fruits that can be grown in the temperate zone are produced abundantly; peaches, prunes, apples, cherries, plums, berries, pears, melons being especially fine and prolific. The prunes of Puget Sound district are equal in quality to those of Italy and find a ready market at equal price with the best Italian.

Fisheries.—The waters of Puget Sound, the rivers emptying therein, and the ocean adjacent to the Straits of Fuca, abound with food fishes. There are so many varieties of food fish and in such quantity as to warrant the assertion that the fisheries of this state will become fully as valuable as those of the North Atlantic.

Of salmon there are six varieties: Chinook, blueback, silverside, steel-head, dog and jack. The canning of salmon has for a number of years been an important industry.

Halibut is found most abundant about fifteen to twenty miles from Cape Flattery, in the Straits of Fuca and near the islands of the Archipelago de Haro. Among other important varieties may be mentioned: True cod, beshow or black cod, ling or cultus cod, rock cod, sea bass, smelt, herring and anchovy or sardine. The herring of Puget Sound are especially fine, being large, fat and abundant, and the few that have been smoked and

TOURISTS AND COMMERCIAL MEN
VISITING SEATTLE WILL FIND

THE HOTEL NORTHERN

FIRST CLASS
IN EVERY RESPECT

packed are pronounced by competent judges to have no superiors. The curing of cod and herring and the packing of sardines will, so soon as undertaken by competent persons, prove wonderfully profitable and be the source of great wealth to the state. Oysters, clams, crabs, etc., abound. Seattle is the headquarters of the fishery business and has the only vessels engaged in seal fisheries. More salmon has been canned at Seattle than at all other Puget Sound points combined. Puget Sound fisheries employ a capital of \$300,000 and do a business of \$1,000,000 annually. The business is in its infancy. Cod, halibut and other important food fish can be delivered on the wharves at Seattle at a fraction of the cost on the Atlantic coast.

Precious Metals.—The mineral wealth of Washington cannot be estimated. The precious metals are distributed over a wide area and promise enormous development of wealth. Gold, silver, lead, copper, tin, asbestos, graphite, limestone, marble, granite, sandstone are to be added to coal and iron. All these combined furnish an opulence of mineral resources rarely encountered in a single field. People in Washington have not yet learned all there is on top of the ground and cannot be expected to know all that lies underneath. From careful examinations made by experienced men recently, no industry seems deserving of greater attention, and indications clearly point to an early and vast increase of business in the precious metals. Many obstacles have arisen to delay the discovery and development of mining properties on the western slope of the Cascades, most notable of which has been the almost impenetrable growth of timber and vegetation. As the best routes become known and more convenient means afforded for reaching the various districts, these various obstacles will prove blessings in the profitable working of the properties. In no other section of the Union is timber for mining and building purposes so abundant and of such excellent quality, and in very few districts is there such an abundant supply of the purest water with practically unlimited head. At a minimum expense electricity can be generated for lighting, running drills, etc., while power for mills can be supplied through the same medium or direct from water pressure. Again, the short distance to tide water (an average of seventy miles), on an easy descending grade, will enable the quick and ultimately cheap assembling of the various kinds of smelting ores, together with coke, limestone and iron, the reduction of the ores at the minimum of expense thus being effected. The Silver Creek, Monte Cristo and Cascade Mining Districts have already obtained a world-wide reputation. The recent completion of the new railroad into the Monte Cristo district, the building of the Great Northern through the Cascade Mountains and the opening of smelters, (one of which is now nearing completion) will give to mining operations a tremendous impetus, rapidly hurrying the day when Washington will take place among states in the front rank of gold and silver producers.

Building Stone of many varieties and superior quality is found in many places and in large quantities.

Lime.—San Juan county produces nearly all the lime used in Oregon and Washington, and ships large quantities. It is unsurpassed in quality.

Government Land.—A vast area of land yet belongs to the government, and may be obtained under the beneficent laws of the country. These lands are of all kinds, mineral,



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timber, grazing, valley, etc. Land offices are located at seven different points in the state, the principal one being at Seattle.

BUILDING OPERATIONS:—During 1893 Seattle has made notable progress in building operations. Numerous magnificent business buildings, one covering an entire block to be occupied as a department store, and a large number of residences have been erected.

NICARAGUA.—The opening to ships of the Nicaragua Canal will be of untold value to the State of Washington, and particularly to Puget Sound. From Seattle to New York by Cape Horn is 15,540 miles, by the canal, 5,646 miles. To Liverpool by Cape Horn the distance is 15,390 miles, by the Nicaragua route, 8,394. To New Orleans by Cape Horn it is 15,572 miles, by Nicaragua, 4,747. Already considerable commerce exists between the cities named and this port by the Cape Horn route, a business that would be doubled and trebled at once by the opening of the canal, and that would be increased ten and twenty fold within five years. It is claimed by some that a billion feet of lumber—a thousand large shiploads—would soon be going from Puget Sound to Atlantic ports, lumber that does not go now because of the expense and the injury to cargo on board and the long time required to make the trip. And lumber is but one of Washington's interests that would receive benefit from the canal proposed.

AS OTHERS SEE US.

The following are a few scattering expressions from men "whom we all know:"

ANDREW CARNEGIE:—"I was much taken with some of the western cities, particularly Seattle. That city, I believe, is destined to be one of the greatest commercial centers in the country. Its growth has been simply wonderful and it has every possible advantage and the climate is delightful. If I wanted to move west, I think I would go straight to Seattle."

HENRY IRVING in an interview in the *Chicago Tribune*, October 2, 1893:—"It is a wonderful country. Seattle is almost a miracle. All that section is bound to grow and develop."

GEORGE W. CABLE:—"Seattle, I view in wonder and admiration, as I contemplate its energy and rapid growth, clothed in a confidence of its future greatness, and surrounded by a land of wonderful resource and promise."

JAY COOK:—"Having been an interested spectator in the growth of cities, I can assure you that Seattle is to be one of the largest in the United States."

EX-PRESIDENT HARRISON:—"Six years ago I visited your beautiful city; you were then largely a prospective city. I am glad to come to-day and to see how freely and perfectly the large expectations then entertained by your enterprising people have been realized. It is a matter of amazement to look upon these towering, substantial granite and iron structures in which the great business of your city is transacted."

HENRY VILLARD:—"I am simply amazed at the wonderful changes that have been made in Seattle since the time of the fire."

GENERAL ALGER:—"I have just returned from Seattle and am brimful of enthusiasm over the splendid mining developments near that city."

GENERAL J. S. CLARKSON:—"Capital has unfailing instinct. It has marked Seattle for its own and any man of observation can see that there is to be erected one of the great cities of the world."

JAMES J. HILL, President Great Northern Railway Co.:—"This state is so rich that I would rather have a road through the Cascades than all the roads in California."

U. S. SENATOR HALE: "If I had a son who was about to enter upon life I know of no place where I would more urgently recommend him to go than the Puget Sound country."

CHARLES L. COLBY: "My faith is especially in the Puget Sound country."

JOHN WANAMAKER: "After we had spun around the State of Washington I was amazed. There are no signs of hard times out there. Everything is progress and enterprise. What nerve the people show, what profit their real estate yields."

U. S. SENATOR VEST: "I have been out to Puget Sound and I consider it the most wonderful country in the world."

GENERAL SHERMAN: "God has done more for Puget Sound and her people than for any other place in the world."

EDWARD ROSEWATER, in his paper, the *Omaha Bee*: "With the exception of the far-famed bay of Naples I doubt whether there is in all this wide, wide world a more lovely and fascinating spot than the site of sea-girt Seattle, with the waveless salt water bay at its feet and three limpid fresh water lakes bathing its flanks. The Queen City of Puget Sound, as Seattle is properly called, excels any city of equal population in America in the compactness of her jobbing and retail streets and the number of imposing and substantial business blocks. The bulwarks of Seattle, quite apart from her natural advantages, are her enterprising, public-spirited business men."

A recent letter in the *New York Times* from a staff correspondent, says: "A much discussed question in the East is, 'which is going to be the large city on Puget Sound?' One need only make a tour of the Sound region and the question is settled. There is only one city that has grown up naturally, unassisted by Eastern speculators and townsite promoters. It is Seattle, with a history of 40 years. Its present population is over 60,000."

JOHN L. STODDARD: "In my opinion there will be three great cities in America—New York, Chicago and Seattle."

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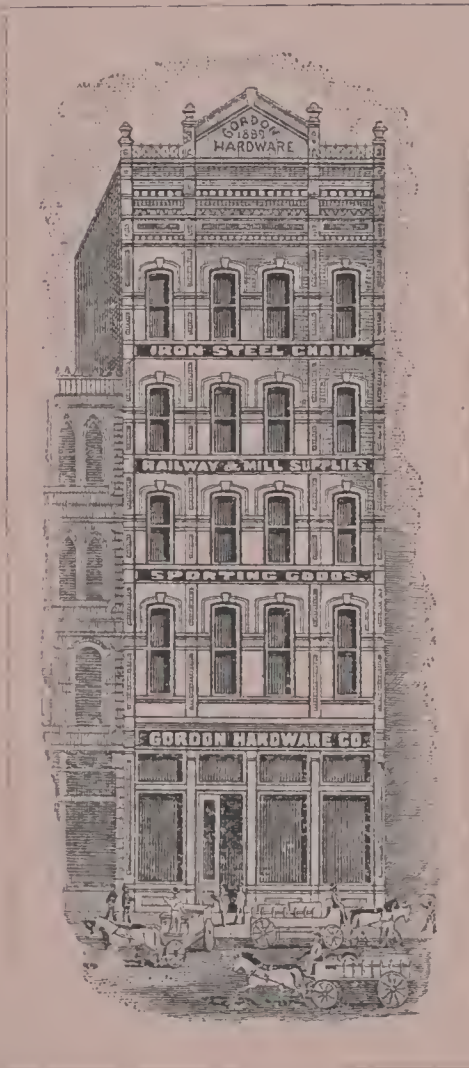
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