

THE WEST SHORE.

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THE LIVERPOOL OF THE PACIFIC.

Seattle, bears the same relation to the commerce of the Pacific as Liverpool sustains to the Atlantic ocean. Seattle is the great coal port of the Pacific and ships more of the "black bonanza" to San Francisco in one week than all the other coal ports in Oregon, Washington and British Columbia do in a month. During the past month the exports has been unusually heavy, the bark Lizzie Williams, being the smallest of eight vessels dispatched thence within ten days and her cargo was 1,140 tons, while the largest was that of the Alaska, 2,178 tons.

Seattle coal has become a deservedly great favorite for household use in the San Francisco market, for while it is but a lignite formation it is the highest lignite found on the coast. It contains no more heating power or combustive property than that found at Coos Bay, but it is less brittle and makes less dust, while it is by far less impregnated with sulphur. The chief mine is at Newcastle, about 18 miles southeast of Seattle, which has been worked with the greatest success for the past seven years. The other mines are the Talbot and the Renton, situated on Cedar river, six miles southwest of Seattle. This magnificent property is now owned by the Oregon Improvement Co., of which T. F. Oakes is president. They

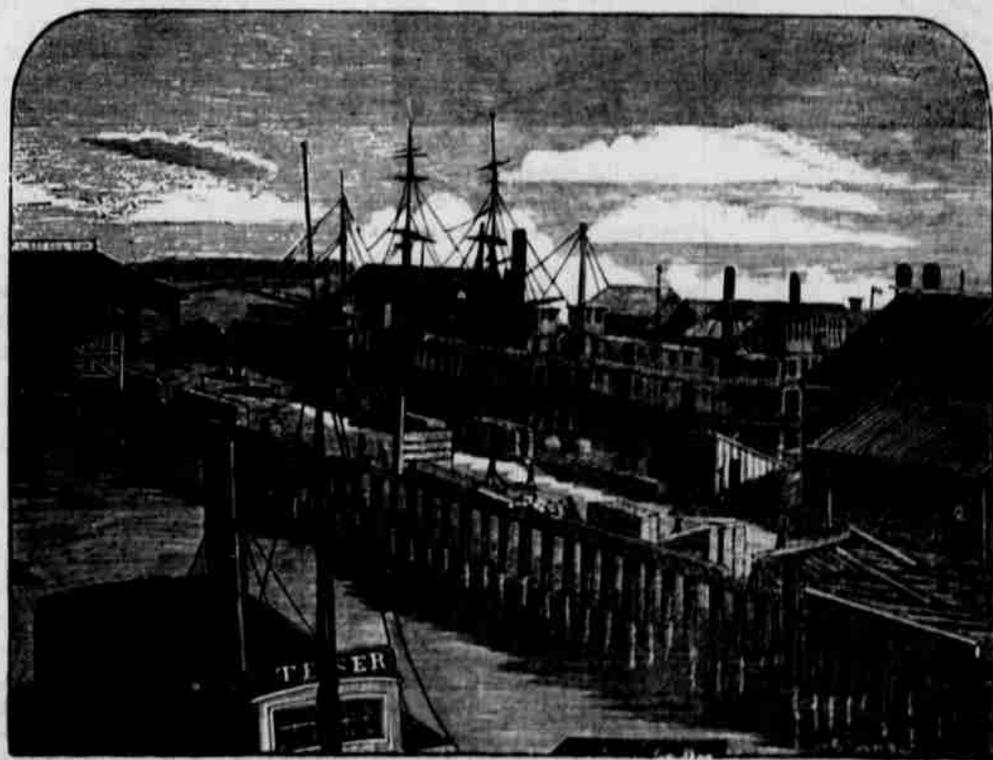
are preparing a line of steam colliers for the transportation of coal to San Francisco, one of which—the Willamette—is already on her way around Cape Horn to engage in the trade.

Our view of the stern-wheel fleet alongside the Yesler wharf shows two old Columbia river favorites—the Otter and Annie Stewart—the others being built on the Sound. The Dispatch, Messenger, Fanny Lake, Zephyr and Nellie, are all serviceable boats, though inferior in size to our magnificent fleet built by Gates & Holland for the Oregon Steam Navigation Co. Yet they have done a great deal of good in bringing the trade of Snohomish, Skagit and other rivers to Seattle and amassed neat little dividends for their owners. The two finest boats on Puget Sound, the George E. Starr and North Pacific, were not in port when our illustration was taken and as they do not arrive there till after dark, our artist was obliged to get along without them.

The coal wharf at the south end of the city was built by the Seattle and Walla Walla Railroad Co., under superintendence of James M. Colman, the best saw-mill man on this coast, if there is one better than another. He saw that the greatest loss to coal miners is in breakage and hence resolved upon a new departure. Formerly the coal was brought in on cars and dumped

into a monster receptacle called a bunker, to await the arrival of a ship then it was again dumped into the ship's hold, thus occasioning double breakage in handling, Mr. Colman designed to handle the coal but once, and hence he equipped the road with a vast amount of rolling stock so as to shoot 1,200 tons of coal per day down a ship's hatches. His design has been a complete success.

Seattle is the most cosmopolitan of all northern cities, for she supplies labor and stores to all the milling ports. Sailors who may be discharged elsewhere go to Seattle to obtain work on other vessels, hence it is no wonder that on her streets you may jostle against the mercurial Frenchman, the rollicking Patlander, the plodding German and the tawny Lascar. Seattle has a splendid harbor filled with delicious fish, although she has never been able to make a success of oyster culture. It is no longer a question of time as to her prosperity. Her splendid cedar forest enables her to turn out the finest panel doors in America, and her ash and maple furniture is the best made on the coast for the money. While Portland has no cause to fear the business rivalry of Seattle, we are frank to say that no man who has so far bought property in the "Liverpool of the Pacific" will lose his money.



YESLER WHARF, SEATTLE, W. T.—Photo by Geo. Moore.