

transportation to and from points tributary to the commerce of Seattle, are the steamers City of Quincy, Fanny Lake and Gem, stern-wheelers, and the propellers Susie, Jessie, James Morty, Virginia, Fanny, Nellie, Ruby, Phantom, Celilo, St. Patrick, Rip Van Winkle and the Evrill. Besides these, frequent visits are made to the city, for supplies, by the following named powerful tugs, belonging to mill companies on the Sound, the Tacoma, Biakely, Mastick, Polikofsky, Favorite, Goliath and Yakima. The Evangel, built for the Alaska trade, is also one of the Seattle fleet. In addition to all these may be mentioned Wells' line of sailing vessels, and the fleet engaged from time to time in the transportation of the products of the Renton coal mines. Add to these quite a fleet of soows, sloops and schooners, which run in and out of nooks and byways on the Sound, bringing produce from and taking supplies to the ranchmen, shake and shingle cutters, and other producers in a small way on the Sound, and it must be apparent at a glance that Seattle has already achieved far more than the first step in a career of what promises well to be permanent and constantly increasing prosperity. In this statement we have presented to the reader the names of forty-two (42) steamboats, ranging from 2,000 ton ocean steamers to the small propeller, all directly contributory to the commerce of Seattle, and this list is exclusive of a long line of sailing craft, the traffic done by which is of no inconsiderable importance. Comment is superfluous.

SHIP BUILDING AND REPAIRING.

The existence of so large a commercial fleet makes it a matter of necessity that facilities for building and repairing vessels should be found at this point. Three shipyards, owned respectively by J. F. T. Mitchell, Mr. Lake and Wm. Hammond, afford these facilities. During our visit, Mr. Mitchell was building a wooden propeller for the U. S. Coast and Geodetic Survey. The vessel will be 43 feet keel, 12½ feet beam and 5½ feet hold, to be copper fastened, and will cost about \$6,000. He is also converting the sail boat Seattle into a propeller 38 feet keel, 12 feet beam and 4½ feet hold. At Lake's yard, a new stern-wheeler, to cost \$15,000, is being built for the Whitecon trade. She will be 155 feet keel and 25 feet beam, and is intended as a model for comfort and speed. Mr. Mitchell informs us that the outlook for an increase in the work of the ship yards is more favorable than for some time past.

FOUNDRIES, ETC.

As necessary adjuncts of the interests just mentioned, three foundries, three boiler makers and five machine shops find profitable and constant employment in this thriving young city.

MANUFACTORIES.

Seattle, taking all things into consideration, is fully abreast of the times in the matter of manufactories. We tabulate the list and shall refer at such length as our space admits to a few of the more important: Foundries 3, breweries 2, shipyards 3, tanneries 1, boiler makers 3, sash and doors 6, machine shops 5, furniture 2, soda water 1, ice 1, flouring mills 1, saw mills 6, brick yards 3, fish packeries 3, fish cannery 1, barrel factory 1. In addition to these the manufacture of boots and shoes, tin and copper ware and the usual smaller industries, which contribute so much and so satisfactorily to the settlement of the

village question in young and thriving communities, cut no unimportant figure in the general account.

THE MATTULATH MANUFACTURING CO.

Few, if any, of the industries of Seattle are more interesting or of more importance than the manufacture of barrels from cottonwood timber. For the present the company obtain the greater portion of their supply from the Puyallup river which empties into Commencement Bay, near New Tacoma. They inform us that they look to the Skagit river largely for their future supply. The process of barrel making as carried on by the company is an interesting study as showing the perfection of machinery and of skill in working it. A log two to three feet in diameter and thirty inches long is steamed until soft enough for the process, when a knife removes a section seventy-five inches wide and seven-sixteenths of an inch in diameter, which, after drying, is placed upon a table in front of eight or ten circular knives working with an eccentric motion which cut wedge-shaped apertures about one-third of the length of the slab. The slab is then reversed and similar wedge-shaped apertures cut at the other end when after a slight additional manipulation the two sides are brought together, closing the apertures to almost an air-tight condition, the hazel hoops are put on, the heads put in and the barrel is complete. The works of the company are equal to the manufacture of 4,000 barrels per day, although they have not as yet found a demand equal to their capacity. The permanence and importance of this industry can be inferred from the fact that the company are about completing a well-built shed 500 feet long, 50 feet wide and 16 feet high, for the storage of material, their former extensive accommodations being found inadequate to their rapidly increasing business. The prepared slabs referred to are shipped to San Francisco in shooks or boxes to be put together, only a sufficient number for barrels being put up at the Seattle factory to hold the heads to be used in San Francisco. The sugar refineries of San Francisco are the principal customers of the company, although the barrels are largely used for flour, meat, etc.

FURNITURE.

A stroll through the manufactories of the Hall, Paulsen Company, and Clark, Anderson & Company, the former of whom employ twenty-five men, and the latter nine, revealed some very tasteful and excellent work. The company use ash, maple, alder, cottonwood, spruce, fir, cedar and laurel, all native woods. They use also walnut and oak, a Mexican rosewood, both imported, for finishing work. Some of the bed room and parlor sets shown us will compare favorably with work anywhere. Both companies report an active home demand, fully up to their present capacity of production. Both companies will shortly greatly enlarge their capacity for manufacture.

LUMBER MANUFACTURE.

Six saw mills are reported to us with an aggregate cutting capacity of 400,000 feet per day, and these mills have been unable for the past six months to supply the home demand, which includes, we believe, shipments by sail and steam to adjacent localities without mill facilities. Stetson & Post, and others, do an immense business in the manufacture of sash and door work. In this hasty glance at the manufacturing interests of Seattle, we have given but a bare outline of the work

being done. It ought to serve, however, as an instructive index to what is going on in this young and enterprising city. Activity and prosperity are evident on every hand.

THE COAL TRADE.

An important element in the prosperity, both present and prospective, of Seattle, is her coal trade. Two localities contribute at present to this industry, the Seattle coal mines at Newcastle, and the Talbot mines at Renton. From Mr. Romer, the courteous manager of the Seattle company, residing in this city, we learn that the Willamette, Unmatilla and Walla Walla, the three steam colliers at present engaged in the trade, average five trips per month, with an average cargo each of 2,200 tons. The distance from the wharf to the Newcastle mines is about twenty miles over a well equipped narrow gauge road, which Mr. Romer informs us is with but little, if any, delay to be extended twenty miles further to new fields. However great may be the demand for this coal, the supply can be kept up to the demand. The narrow gauge road in question and its operation in connection with the coal mines is part of the great system of development of which Mr. H. Villard is the head, and the extensive operations now being carried on, as well as other proposed enlargement, are due largely to his foresight and energy. This narrow gauge road, although it has passed out of the hands of the original builders, is a durable monument to the sagacity, foresight, public spirit and liberal minded enterprise of the people of Seattle. At a time when its industries were languishing, its future uncertain and business dull, they put their hands in their pockets and at a cost of \$400,000 constructed this road, and by this one act gave the world assurance that if they could not find a way to make their town a commercial center they would make one. As before stated it has been purchased by and is now operated as part of the Villard system. The shipments from the Renton mine are carried by sailing vessels, the Seattle company's narrow gauge road being utilized in the transportation of the coal from the mine to the Sound.

RAILROADS.

The coal road above alluded to constitutes at present Seattle's completed railroad system. A new day in this respect is, however, about to dawn on her fortunes. In October, 1881, Mr. Villard assured the people of Seattle that so soon as the right of way for the N. P. R. R. was secured along the city front of Seattle, to the lands of the railroad company, in the north part of the city, the work of connecting the city of Seattle with that portion of the N. P. R. R. having its present terminus at Kalama, would be pushed to an early completion. On the 7th of July of the present year (1882) Mr. Villard was notified by telegram that the asked for right of way was secured, the last obstacle removed. On the following day the 8th of July, (1882) Mr. Villard telegraphed to Mr. A. A. Denny that "the promise which he made to the citizens of Seattle that their town would be connected with the main line of the Northern Pacific would be strictly fulfilled." And so the matter stands. That this assurance will materially benefit Seattle it would be folly to deny.

Quite recently the Seattle, Walla Walla & Baker City Railroad company was organized for the purpose of constructing a broad gauge railroad to Walla Walla and beyond. The advantages to accrue from the construction of such a road are