

but removed their yards to Biakaly in 1881. They now give employment to sixty-five men, and the thirty-eight vessels they have turned out since the started, bear indelible marks of their handiwork as well known by ship-owners as the signature of a prominent depositor at his bank. Their vessels are all noted for speed, and in the list will be found quite a good percentage of Hawaiian names, built for the different sugar plantations, where speed is especially requisite. That the business of Hall Bros. is constantly on the increase, can be seen from the appended list. The total tonnage launched by them in 1881 was a trifle over one thousand, for 1882 it will reach over thirty-five hundred. No. "39," the vessel now on the stocks, will be the largest ever turned out by them, and in fact the largest schooner ever built on the Pacific Coast.

A considerable percentage of these exports are made direct to foreign countries, the balance to Southern California and San Francisco. Our illustrations furnish a very fair idea of the leading lumbering establishments on the Sound. Around each mill a small town has sprung up, churches, schools, and the usual number of fraternal societies, are represented. The store and hotel building, as well as every residence in a lumbering town, are owned by the mill company. The stores are well managed, carry extensive stocks, and although no competition is permitted, goods are sold at very reasonable figures. Beautiful cottages, with grounds handsomely laid out, are let to employes at from \$8 to \$12 per month. Cabins, to single men, are furnished free. Nearly all the mills use electric lights to enable them to put in a full day's work during short winter days. The Port Gamble, Port Ludlow and Utsalady mills are owned by Pope & Talbot, working under the name of the Puget Mill Company, with a capital stock of \$2,000,000. This company owns 100,000 acres of timber land on the shores of Puget Sound and in proximity to their mills. The entire business of the Port Gamble mills has been managed by Cyrus Walker, Esq., since 1863. The Utsalady mills were purchased in 1877, and the Ludlow mills in 1878. These latter have just been rebuilt at an expense of \$100,000. Composed of the members of the same company is the Puget Sound Commercial Company, with a capital stock of \$2,000,000 and of which Cyrus Walker is president. They own a fleet of sixteen vessels, measuring in the aggregate 14,500 tons, and these carry the products of the Puget Mill Company to all parts of the world.

The prices of lumber are controlled by an association in San Francisco called the Pine Manufacturer's Association, a company of lumber dealers whose mills cut the sugar pine of the Sierras, the redwood of the Humboldt district, and the fir of Puget Sound. The following prices which are announced in R. W. DeLion & Co.'s Circular for October 1st, are the same which the Pine Dealers' Association adopted in May, 1882, for cargoes for foreign shipment from mill:

Tongued and grooved flooring, per M.	\$20.00
Rough clean flooring.	19.00
" " other than flooring.	19.00
Ship plank and selected timber.	18.00
Pickets, board measure.	12.00
Laths.	\$2.00 to 2.25
Shingles.	3.25

It is impossible to predict what the next decade of years will develop in the lumber interests of Puget Sound. It is safe to say that if the present competition of the great railroad companies shall continue, we shall see before many years railroads on both sides of the Sound; from Seattle to Bel-lingham Bay on the east and from Tenino to Port Townsend and Port Angeles on the west. From these roads feeders will penetrate the forests in every direction, and demonstrate the truth of the prediction that Puget Sound will be the lumber centre of the world. The importance of being the centre of such a vast industry will perhaps be best understood when the readers with us will take a glance at our late census report. From it we learn that 150,000 men are engaged in lumbering in the United States—that the capital invested is

The Port Blakely Mill Company, also known as Renton, Holmes & Co., is one of the oldest concerns on the coast. Capt. Renton is a native of Nova Scotia, and went to sea when but 12 years of age. In 1850 he came to San Francisco, and the following year he was sent to Puget Sound for a cargo of piles and timber for the then powerful Pacific Mail S. S. Co. He at once saw the necessity of additional mills, and in 1853 started a small mill at Port Orchard. In 1863 he built the Blakely Mills, and in 1874 Mr. C. S. Holmes, who had been Capt. Renton's bookkeeper since 1868, was admitted into partnership.

On the day of our visit to Port Blakeley thirteen deep water vessels were taking in cargo, one of them a large steamship, the Glamis Castle, for Hong Kong. The Company own 35,000 acres of land and seven vessels. Their San Francisco land is at river 3. Stewart street.

The Tacoma Mills are owned by Hanson & Co., and managed by George E. Atkinson. Mr. Chas. Hanson being a resident of San Francisco, with office and lumber yard at pier 11, Stewart street. Hanson & Co. own 30,000 acres of fine fir forest, purchased to secure a supply of logs; they also have four large sailing vessels and the Tug Tacoma, the largest and finest tug in the Northwest. The machinery of the mill is almost constantly being added to, and the world wide reputation that this mill has established for its cut is not permitted to diminish by lack of latest improved machinery. The mill is 400 feet long by 80 wide and can saw lumber 150 feet long. Some idea of this firm's transaction may be formed when we state that in the general merchandising store connected with the mill, goods to the value of \$220,000 were disposed of in 1881.

Several small yards are being run on different parts of the Sound. The principal and most successful one is located at Port Blakely, and of this we furnish an illustration. It is owned by H. K. & W. G. Hall, under the firm name of Hall Bros., H. K. being the resident and managing partner. The firm originally started in Port Ludlow in 1873.

1. "Annie Gee." Two masted schooner; 154 90-100 tons; launched, spring, 1874.
2. "Ellen J. McKinnon." Three masted schooner; 80 84-100 tons; launched 1874.
3. "Twilight." Two masted schooner; 184 52-100 tons; launched about August, 1874.
4. "Jessie Nickerson." Two masted schooner; 184 52-100 tons; launched about August, 1874.
5. "Pio Benito." Three masted topsail schooner; 277 80-100 tons; launched November, 1874.
6. "Annie Lyle." Two masted schooner; 195 50-100 tons; launched March 12, 1875.
7. "Cassie Hayward." Two masted schooner; 197 92-100 tons; launched about April 28, 1875.
8. "Ida Schmeuer." Two masted schooner; 215 82-100 tons; launched June 25, 1875.
9. "Emma Utter." Three masted schooner; 197 80-100 tons; launched August 15, 1875.
10. "Wm L. Beebe." Three masted schooner; 294 24-100 tons; launched September 25, 1875.
11. "La Girondo." Two masted schooner; 204 51-100 tons; launched about November 1, 1875.
12. "American Girl." Two masted schooner; 225 32-100 tons; launched December 4, 1875.
13. "Courier." Three masted schooner; 337 90-100 tons; launched April 10, 1876.
14. "Premier." Three masted schooner; 337 60-100 tons; launched June 10, 1876.
15. "Reporter." Three masted schooner; 337 40-100 tons; launched August 30, 1876.
16. "Quickstep." Barkentine; 423 87-100 tons; launched November 15, 1876.
17. "Hueneme." Three masted schooner; 354 72-100 tons; launched March 3, 1877.
18. "Catharine Sudden." Barkentine; 405 85-100 tons; launched April 23, 1877.
19. "Waisela." Two masted schooner; 75 85-95 tons, H. M.; launched July 23, 1877.
20. "M. E. Foster." Two masted schooner; 116 6-95 tons, H. M.; launched October 1, 1877.
21. "Waielu." Two masted schooner; 60 37-95 tons, H. M.; launched February 4, 1878.
22. "Iaholih." Two masted schooner; 122 35-95 tons, H. M.; launched August 10, 1878.
23. "Luks." Two masted schooner; 122 35-95 tons, H. M.; launched December 18, 1878.
24. "Iris." Two masted schooner. Finished at San Francisco as screw steamer "James Makes." 244 15-95 tons, H. M.; launched April 12, 1879.
25. "Malolo." Two masted schooner; 133 65-95 tons, H. M.; launched June 13, 1879.
26. "Kaul Keonuli." Two masted schooner; 130 70-95 tons, H. M.; launched January 18, 1880.
27. "Jennie Walker." Two masted schooner; 137 65-95 tons, H. M.; launched May 24, 1880.
28. "Kelpie." Two masted schooner; completed at San Francisco as screw steamer "C. K. Bishop." 261 35-95 tons, H. M.; launched June 25, 1880.
29. "Lady Mina." Two masted schooner. pilot boat No. 9 at San Francisco; launched Sept. 6, 1880.
30. "Aggie." Two masted schooner yacht; launched October 13, 1880.
31. "Wrestler." Barkentine; 493 tons; launched December 28, 1880.
32. "Maria E. Smith." Three masted schooner; 365 3-100 tons; launched Jan. 4, 1881.
33. "Lottie Carson." Three masted schooner; 280 65-100 tons; launched July 11, 1881.
34. "Annie Larsen." Three masted schooner; 378 54-100 tons; launched October 26, 1881.
35. "Makah." Barkentine; 659 40-100 tons; launched March 18, 1882.
36. "John Smith." Barkentine; 548 40-100 tons; launched June 1, 1882.
37. "Alacida." Three masted schooner; 321 14-100 tons; launched July 3, 1882.
38. "Heper." "Bark rigged," 700 tons; launched October 10, 1882. This is a very fine vessel and cost \$45,000.
39. "Keal" laid July 28th. This, when completed will be the largest schooner ever built on this Coast.