

THE OLYMPIAN AND ALASKAN.

THE growth of the inland commerce of Puget Sound has certainly been remarkable. A few years ago half a dozen small steamers and a few schooners did all the passenger and freight traffic of the whole Sound, while now seventy-eight steamers are profitably employed in the local traffic of its harbors, bays and rivers. Passenger accommodations have always been of the most inferior kind, and became last year totally inadequate, giving rise to many discomforts and annoying delays. To remedy this defect the Oregon Railway & Navigation Company contracted for the construction of two large iron and steel side-wheel passenger steamers, such as would place the traveling public of Puget Sound on an equality with those of Long Island Sound or the St. Lawrence. These two steamers, the *Olympian* and *Alaskan*, have been completed, have made the long journey around the Horn, a voyage of unusual magnitude for side-wheel vessels to undertake, and are now in our waters, the former on the Sound and the latter in the Willamette at this city. The *Alaskan*, which was built by John Roach & Son, of New York, is now being thoroughly overhauled and fitted up internally. She is a little larger and more powerful than her sister vessel, but has not so handsome an interior. She is 280 feet long and 75 feet wide over the guards. Her wheels have a diameter of 36 feet and the shaft is 29 inches in thickness. The upper saloon is 240 feet long, 30 wide and 12 high, with a dome and ceiling. Seventy state rooms and four family rooms, or bridal chambers, comprise her first class accommodations. It is not announced yet whether she will be at once put on the route between Tacoma and Victoria, to run in connection with her consort, or whether she will be put to another use during the tourist season.

The *Olympian*, of which we present engravings of both the exterior and interior, has already taken her place on the daily line between Tacoma and Victoria, stopping at Seattle and other intermediate points, and making close connection at Tacoma with the fast mail from the East. She was constructed by the Harlan & Hollingsworth Company, of Wilmington, Del., and cost \$260,000. She has accommodations for 250 first class passengers, the *Alaskan* accommodating 300.

The *Olympian* is pronounced by the *Nautical Gazette* to be "one of the finest steamers of her class ever constructed for the western coast of the United States—a beauty in model, a fine specimen of naval architecture, and a vessel of great strength and lasting endurance." Her length is 261.5 feet between perpendiculars, or 270 feet over all; length of beam, 40 feet; depth of hold, 12.5 feet; registered tonnage, 1,416.60 tons; draft, when light, 8 feet and 2 inches. The vessel is constructed of iron throughout and is plated with the best steel, and has been put together in a manner calculated to give her great strength. The beams of the forward and after ends of the boiler are of iron, also one each in the forward and after holds. The other beams and carlins throughout the vessel are of the best yellow pine, with iron plate knees.

The motive power consists of one vertical surface condensing working beam engine, 70-inch cylinder and 12 feet stroke, fitted with Stevens' cut off, and calculated to carry a working pressure of 45 pounds of steam. In front of the engine is a novel contrivance termed the "Steam Engineer," being a small engine which sets in motion the large working engine, facilitating the ease and rapidity of handling the vessel. There are two large boilers, a donkey boiler and pump to be used for fire purposes, and an engine for generating the electricity used in lighting the vessel. She has composite-radial paddle wheels, with wooden buckets, 32 feet in diameter and 11 feet 3 inches face.

Her interior fittings, passenger accommodations and decorations are extremely convenient and elegant. Her saloons, cabins and state rooms are lighted by electricity and heated by steam, and she is supplied with all the modern appliances for safety and comfort. The grand saloon, which is divided into forward and after cabins by the machinery, is about 200 feet in length. The furniture is of massive mahogany, richly upholstered in crimson plush, and the carpet is of the finest velvet-finished Wilton. Elegant electric chandeliers depend from the ceiling in each cabin, and numerous lamps are arranged along the walls, all being plated with nickel. Fifty state rooms open into the grand saloon, each fitted with two large berths, hair and spring mattresses, cherry washstands, plate glass mirrors, etc. Aft are four large family rooms, with double mahogany bedsteads. From the after, or ladies', cabin the grand stairway descends to the lower deck and main gangway. The elegantly carved stairway is of Spanish cedar and mahogany, and the newel posts, each surmounted by electric lamps, are of mahogany, with ebony trimmings. Opposite the foot of the stairway is the dining room, which has seating accommodations for 180 guests. The sideboard is large and extremely handsome. The same general style characterizes the appointments of the vessel throughout.

The *Olympian*, with its crew of fifty men, is under the command of Captain Wilson, an experienced and careful seaman, assisted by thoroughly competent men as second officers and engineers. With this elegant steamer to bear him along, even the most phlegmatic traveler must experience a thrill of pleasure as he passes through the beautiful scenery of Puget Sound.

SUNSHINE AND SLEEP.

SLEEPLESS people—and there are many in America—should court the sun. The very worst soporific is laudanum, and the very best sunshine. Therefore it is very plain that poor sleepers should pass as many hours as possible in the sunshine, and as few as possible in the shade. Many women are martyrs, and yet they do not know it. They wear veils, carry parasols and do all possible to keep off the potent influence which is intended to give them strength and beauty and cheerfulness. The women of America are pale and delicate; they may be blooming and strong, and the sunlight will be a potent influence in this transformation.