

SEATTLE.

THE City of Seattle occupies a picturesque site on the shore of Elliott Bay, one of the most beautiful and perfect harbors of Puget Sound. By her age, by her commercial and industrial activity, at a season when quietness, and even depression, is prevalent in the Northwest, and by the confidence in her own future, which is indicated by heavy investments of her capitalists in industries and building improvements, in spite of the "dull times" so enervating in less energetic communities, this thriving city has fairly earned the title of "Queen City of the Sound."

Seattle is no fledgeling, springing up under the influence of some railroad excitement; nor has she suddenly leaped into prominence as the county seat of some newly created county, rising quickly from nothing to a certain height, beyond which progression becomes scarcely perceptible. On the contrary, she is a city standing upon a firm foundation, having within herself all the elements of a permanent and rapid growth, depending entirely upon her own resources for prosperity, and attracting, by sheer force of her natural advantages, population and capital from abroad. This in-dwelling strength and self-reliant power was manifested plainly during the dull times that followed the failure of Jay Cooke & Co. in 1873. Other cities relapsed into a torpid state as soon as work was suspended upon the railroad, from which they were only awakened again by the shrill whistle of the construction engine when steam was once more raised in the boilers. Not so with Seattle. All that time she went steadily on working out her own salvation. The number and capacity of her industries were increased; she advanced steadily in population and business; the market value of real estate continued in the ascendant, and the assessed and cash value of property of all kinds largely increased. With such innate vigor, it is not surprising when the new era dawned upon the Northwest that Seattle should take such a prominent rank in the line of progress.

A third of a century has passed since the settlements were made which formed the nucleus about which the present city has gathered. As much that is incorrect has been published in reference to the time and manner of making these initial settlements, the following statement, signed by the surviving members of that pioneer band, all of whom are honored and influential citizens, will be considered both interesting and authoritative:

September 15, 1851—Henry Van Assalt, Jacob Mapel, Samuel Mapel and L. M. Collins selected claims on Duwamish River, and moved there on the 29th from Collins' old claim on the Nesqually.

September 25 or 26—John N. Low, Lee Terry and David T. Denny reached Alki Point, and Low and Terry located claims. On the 28th Terry and Denny laid the foundation for a house, Low having returned for his family.

November 5—Schooner *Eraet*, Captain Folger, sailed from Portland for Puget Sound and Queen Charlotte Islands, with a party of settlers for the Sound and gold mines for the Islands. She reached Alki Point November 13, and landed J. N. Low, William N. Bell, C. D. Boren and A. A. Denny and their families.

February 15, 1852—Bell, Boren and A. A. Denny located claims on the east side of Elliott Bay, extending north from what is now the head of Commercial street to Bell's present northern boundary.

March 21—Dr. D. S. Maynard reached Alki Point, and Bell and Denny moved their southern boundary north to give him room for a claim.

April 8—Bell, Boren's family and Maynard moved on to their claims before the return of Boren and D. T. Denny, leaving A. A. Denny and family sick at Alki until a house could be built for them on their claim.

In October, 1852, H. L. Yesler arrived from Portland, and claims were reduced so as to give him room for a claim, including the site for a sawmill, the first steam mill on the Sound.

May 23, 1853—First plat of Seattle was filed for record by C. D. Boren and A. A. Denny. Subsequently, on the same day, another plat was filed by Maynard.

In the winter of 1852-3 J. J. Flett arrived, and after extensive explorations built a mill at Apr'ion Cove. It was removed to Port Madison in 1854.

In the spring of 1853 Captain William Renton came to Alki and built a mill, which was removed to Port Orchard early in 1854.

In April, 1853, Thomas Mercer and Dexter Horton arrived, and Mercer settled where he now lives.

In December, 1852, A. A. and D. T. Denny discovered and explored Salmon Bay, previously unknown.

(Signed) HENRY VAN ASSALT,
W. N. BELL,
H. L. YESLER,

DAVID T. DENNY,
C. D. BOREN,
A. A. DENNY.

Interesting as it would be to trace the history of Seattle from this infant settlement through the changing years to the sturdy city of to-day, that pleasant task must be left to the historian, while we speak of topics possessing more than an antiquarian interest. The Seattle of the present, in the vigor of her growth, and possessing a knowledge of, and trust in, her illimitable resources, is a subject of deeper interest to the busy world of commerce. It is of this the capitalist, mechanic, merchant and manufacturer would learn.

Strangers in Seattle always express a surprise that in this region, apparently so new, where vast stretches of country remain yet unclaimed, and where they have traveled for miles without observing the evidences of occupation, they should suddenly be ushered into a city so populous and exhibiting such signs of great prosperity. A brief study of her industries and resources invariably results in the feeling of surprise giving way to one of enthusiasm and confidence in the bright future in store for the Queen City.

The most striking feature of the city, and the one most indicative of its prosperity, is the great number of large and handsome business blocks, brick structures, that in size and ornamental appearance compare favorably with those to be found in much larger and older cities. These, with the immense stocks of goods displayed in the salesrooms, give the city a decidedly metropolitan air. A glance at our illustrations will show the character of these buildings, while upon the accompanying view of the town can be seen what a large area they cover. Some of these have but just been completed, while work upon many others is still in progress. In fact, it may be said that Seattle is exhibiting greater building industry during the present year than any other city in the Pacific Northwest, Portland not excepted. Not only is a greater number of residences in process of erection, but more and costlier business blocks and quasi public buildings. Fully one thousand houses were erected in 1883, at an aggregate expense of \$700,000, while \$100,000 were expended upon water works, \$150,000 upon coal bunkers, \$250,000 upon street and sidewalk improvements. The Puget Sound National Bank building, the most elegant on the Coast outside of San Francisco, will cost \$100,000 when completed. The cost of constructing the Yesler-Leary block, with the large addition now being built, will be \$120,000, and \$28,000 were expended upon Schwabacher's building. Equally expensive buildings are now in course of construction—one of