

also, Seattle maintains her queenly position. There are engaged in the inland traffic of Puget Sound seventy-four steamers, with a registered capacity of 7,735 tons, the majority of which make Seattle their headquarters, where, in fact, about one-half of them were built, many of the remainder being brought from a distance. These steamers ply between Seattle and the various ports up and down the Sound, each one of these routes being a feeder to the business of the city. There are also many sailing vessels engaged in the Sound trade or running to various coast and foreign ports. The whole commerce of the Sound has a direct influence upon the growth of the metropolis, and as it is impossible to give separate statistics of the city, those of the Custom House at Port Townsend are presented. From these it appears that the foreign arrivals in 1883 consisted of 587 American and 32 foreign vessels; departures, 587 American and 50 foreign. Including foreign and domestic trade it is estimated that 2,000 vessels passed through Admiralty Inlet. Foreign exports amounted to \$1,601,147, the greater portion of which was lumber in its various forms. Coastwise shipments are estimated at \$8,500,000, an excess of \$800,000 over those of the previous year. Of these lumber and coal were the leading articles. Much freight is received and forwarded by the steamers which ply between the Sound ports and San Francisco, fully one-half of which belongs to Seattle, the other half being divided between Blakeley, Port Townsend, Tacoma, Olympia and other ports.

There is one factor, not now present, which must be taken into consideration in estimating the future commerce of the city, and that is the Asiatic trade. That much of the trade of the Orient will soon be diverted from San Francisco to Puget Sound is plainly evident. The great Northern Pacific desires the handling of this traffic, as does the Union Pacific by its new route, the Oregon Short Line, and they will take the necessary steps to secure it. Lines of large ocean steamers will soon be placed on the route between the Sound and the leading ports of Asia, and a new avenue of commerce will be opened up. The benefits which will accrue to the Queen City from this large through traffic will be very great. When to this are added the enormous shipments of grain, flour and other products of the Inland Empire east of the mountains, only waiting for the completion of the road across the Cascades, it will be seen what gigantic proportions the commerce of Seattle must assume within a few years.

The agricultural resources of the country tributary to Seattle are far more extensive than is generally supposed. Little of this is seen by travelers who arrive by steamer and depart in the same manner. The county of King contains some 170,000 acres of agricultural land in its present stage of development, the remainder being hilly and mountainous and covered with dense forests of fir, spruce, hemlock and cedar. In the future, no doubt, much more of this will be classed as agricultural land than at present. These cultivable lands consist of tide marshes and the bottom lands of the Snoqualmie, Cedar,

Green and White rivers and their tributaries. These produce large crops of grain, hay, vegetables and fruit, and are not surpassed for dairying purposes in the Territory. Much attention has been paid to hops, and large quantities of them have been raised on White and Green rivers the past few years. This industry has been so extremely profitable, especially in the season of 1882, that the past two years the acreage has been more than doubled. The largest hop farm in the United States is that of the Seattle Hop Growers' Association. This company has 800 acres on Snoqualmie Prairie, of which 300 are now in hops. About fifty acres will be planted annually until the whole tract is covered with vines. There are also many tracts of agricultural land lying along the Sound for miles which are naturally tributary to Seattle, and whose products reach the city by some of the hundred steamers and sailing craft that ply upon its waters.

One of the greatest elements contributing to build up the metropolis is the great coal field lying along the western base of the Cascade Mountains, which find their natural shipping point at Seattle. It is estimated that the bituminous coal fields of Western Washington cover an area of 1,500 square miles, besides which are vast fields of lignite of a superior quality. A railroad runs from Seattle to Renton and Newcastle, by which the output of the leading mines reaches the city for shipment. Immense coal bunkers have been constructed on the water front, where the coal is stored, and from which it is loaded into the steam colliers employed in the trade between the city and San Francisco. The great bulk of all the coal shipped from the Sound has come from these mines back of Seattle, and was shipped at the metropolis. In 1883 the Renton Company produced 23,598 tons, and the Seattle Company, at Newcastle, 189,901 tons, making a total output of the mines tributary to Seattle 213,499 tons. Of the gross amount two-thirds were shipped to San Francisco, the remainder going to Astoria, Portland and other local markets. Fully 20,000 tons found a sale in the home market and at Olympia, Port Townsend and other Sound ports, the principal consumers being the numerous steamers plying between Seattle and various points along the Sound. From 1871, when coal shipments in quantity first began at Seattle, to the beginning of the present year, 1,240,465 tons have been sent from that port, of which 130,000 came from the Renton mines and 1,110,000 from those at Newcastle. This is fully two-thirds the entire shipment from the Sound up to that date, the output of mines at Bellingham, Puyallup, Seateo and other points aggregating about 500,000 tons. The estimated output of mines tributary to Seattle during the present year is 273,499 tons, allowing to the mines of Renton and Newcastle the same product as last year. The increase is the estimated product of two new mines—the Black Diamond and those of the Oregon Improvement Company—which will have railroad connection with Seattle over the road just constructed up Green River, and connecting the city with the Northern Pacific system at Puyallup. The coal mining industry in this region is