

Upon this high land, and not far from the inlet, stands the Territorial capitol, still surrounded by the native firs amid which it was built.

Possession of the Territorial government has done much for Olympia. Every school child in the United States knows that Olympia is the capital of Washington Territory, while it is doubtful if half of them could name another city within its limits. The city is the scene of much bustle and activity during the session of the Legislature, and, naturally, much more business is transacted than at other times. The Land Office for Southwestern Washington is located there, also a United States Signal Office and the office of the Collector of Internal Revenue. Contrary, however, to the case in many States and Territories, Olympia does not depend upon her official honors for support. These are but incidental. The surrounding country, with its resources of agriculture and timber, finds in her both an outlet and a supply point. The shipments of wool, hops, fish, lumber, etc., are very large, and the retail business of the stores is considerable, as the substantial business blocks and large stocks of goods testify. The various branches of business are well represented, and may be enumerated as follows: Four general merchandise stores, three dry goods and clothing stores, seven grocery and crockery stores, five hardware and stove stores, two furniture stores, two book stores, two gun stores, a National bank, six millinery and dressmaking establishments, one boot and shoe store, one jewelry store, one undertaking establishment, one photograph gallery, two bakeries, three markets, three livery stables, six hotels, six restaurants, eleven saloons, two saw mills, one shingle mill and numerous stores, other shops, physicians, lawyers, etc. The Olympia & Chehalis Valley Railroad enters the city by the way of Tumwater, following the extreme arm of Budd's Inlet, and terminates on the long wharf which crosses the inlet from the city, where, also, the steamers and other vessels from down the Sound make a landing. The harbor has recently been surveyed with a view of dredging a channel from deep water to this wharf, or "Long Bridge," so that vessels may reach it at all stages of the tide. Olympia is the natural shipping point of a large area lying to the south, southeast and southwest, including extensive coal fields not yet developed. The extension of the narrow gauge road down the Chehalis Valley will also add much to the total of products to be shipped from this port, as will also the better utilization of the great water power at Tumwater Falls. The business men are wise in thus rendering their shipping facilities first class in every particular, and the same public spirit which prompts them to take this step will do much to aid them in their competition with other ports on the Sound for handling the export products of Southwestern Washington.

The educational advantages of Olympia are of a superior order. In addition to the excellent public schools there are a private school, the Methodist Collegiate Institute, and Providence Academy, maintained by the Sisters of Charity. The two denominational schools occupy commodious structures, the institute building being quite

an imposing edifice. The Methodist, Catholic, Presbyterian, Baptist, Congregational and Episcopal denominations have church edifices, and the Masons, Odd Fellows and Good Templars have good halls. The city owns a large hall, and has an excellent fire department. Gas works have just been completed. Three papers—the *Puget Sound Courier*, *Transcript* and *Washington Standard*—are published weekly, and are counted among the leading newspapers of the Territory. The Territorial Library contains 6,000 volumes, and the library of the Good Templars Society 2,000. Stages run from Olympia to Montesano, on the Chehalis, and steamers ply between it and the numerous ports on Puget Sound, and both steamer and sail connection is had regularly with San Francisco.

In the vicinity of Olympia, within a radius of a dozen miles, are a number of resorts for sportsmen and campers—beautiful lakes filled with voracious trout, and streams with the speckled mountain beauties. The forests abound in deer and bear, while grouse, pheasants, quail and waterfowl afford sport for the huntsman. The scenery is beautiful, the summer climate in these forest-covered hills delightful, and the sport all that one could wish. The city itself is a pleasant place in which to spend the summer, affording easy access to the various hunting resorts, and giving, in the waters of the Sound, magnificent opportunities for fishing and sailing.

The town of Tumwater possesses in Tumwater Falls a magnificent water power now but partly utilized. The first mill in the Territory was built there by M. T. Simmons, who made the first American settlement on Puget Sound. It has always been a manufacturing point, and must necessarily continue to be. It contains two saw mills, two flouring mills, two sash and door factories, and a tannery, besides several general stores, shops, etc. It also possesses a good public school, Methodist church and a large hall. The railroad from Olympia to Tenino passes through the town, affording an outlet for its manufactured products, as well as bringing to the mills large quantities of logs from the interior. What Tumwater needs is a better utilization of the great power stored in the various falls of the Des Chutes. There are three falls, with a total descent of 82 feet. Owners of this property have held it at so high a figure that they have effectually repelled those who might have established industries which would have largely increased the population and business of the town. Messrs. Ward, Mitchell & Co. are owners of the upper falls power, only a portion of which they use in their business. They are desirous that this power be taken by some firm which will establish an important industry, and for such a purpose they will sell it at a very low rate. Here is an opportunity for some enterprising firm, who mean to actually accomplish something, to secure one of the best water powers in the West, one which possesses the advantage of being located on a railroad and contiguous to a deep water port.

Tenino is the point of junction between the Olympia & Chehalis Valley and the Northern Pacific railroads, and is seventeen miles southeast of Olympia. It has a