

plants make these forests almost impenetrable, except as the pioneer cuts his way into them. It is not uncommon to see ferns ten or twelve feet high, and the firs and cedars sometimes reach the height of three hundred feet.

But, notwithstanding the wonderful fertility of the region, not enough land is yet in cultivation to supply the local demand. Much of the flour, wheat and barley come from Walla Walla, Oregon and California; corn meal, butter, bacon and hams from Chicago; beans from California or Chili; canned tomatoes, corn, peaches and other fruits mostly from San Francisco; sheep from Oregon; and beef from Eastern Washington. The total amount of money sent abroad for food which might be raised at home is very large.

From the earliest settlements on the sound, lumber has been its chief product. The business of converting these great trees into lumber is carried on with a system that is nowhere excelled by the trade. There are now in operation about a dozen large saw mills, situated at different ports, besides several smaller mills and manufacturing establishments of various kinds. Thus far, nearly all this lumber has been shipped to California or foreign countries. During the month of November last, forty-five vessels sailed out of the sound with lumber for foreign and coastwise ports. Nine were from Port Blakely, seven from Port Madison, seven from Port Gamble, six from Tacoma, five from Port Discovery, four from Port Ludlow, three from Port Hadlock, two from Seattle and two from Utsalady. The Tacoma Mill Company cut last year sixty million feet of lumber and fifteen million laths, making eighty-five cargoes that left its wharves for San Francisco, China, Japan, Australia, the Sandwich Islands and South America. This company employs two hundred and twenty men, and cuts

two hundred and ten thousand feet of lumber daily. There are employed on the wharves about forty stevedores. It has recently received large orders for lumber from the interior of our country, which it is sending east by the Northern Pacific railroad, the track of which has been extended to the mill. A railroad contractor from Denver has just placed an order for about a million and a half feet of bridge timber. The fir of this region is of great value for bridges and all structures in which the strength and durability of the material are essential. It is particularly valuable for ship building. The Tacoma mill has just been getting out three large sticks of timber one hundred and thirty feet long, together with all the timber for three ships to be built at San Francisco.

The opening of the lumber trade from the sound to the interior and eastern parts of our country will still further increase this business. As I have shown, this trade has begun, and if the railway pursues a wise policy, it will grow to enormous proportions. It is often said, as it has been of Tacoma, that railroads do not make cities; but this is only cavil. The complaint is more truly that they do not make the right cities, or all cities. What, except the railroads, has enabled St. Paul and Minneapolis to supply the country south and west for hundreds of miles with lumber? How have the railroads developed the lumber business of those cities? It is by carrying lumber at such low rates that it could be afforded by the people on the distant prairies. Thousands of car loads of lumber have been hauled from St. Paul and Minneapolis to Omaha at the rate of sixteen cents per hundred pounds. With corresponding rates from the sound, can it be doubted that the railroads would help Tacoma and Seattle?

I believe, indeed, that business of all kinds on the sound, agriculture, fishing,