

lumber, the domestic and foreign trade in lumber, oriental commerce, and, to some extent, the coal business, will be greatly increased and in some departments it will increase quite rapidly. Every place of importance from Olympia to Victoria is now in a prosperous state, with bright hopes for the future. The business men of Olympia are modifying the organization of their board of trade, largely increasing the city's harbor facilities, and bestirring themselves in many ways to make the capital city keep pace with the progress at other points on the sound. Two lines of railroad are now building from the head of the sound to Chehalis river, Gray's harbor and Shoalwater bay, which will open a larger country to the trade of Olympia.

Tacoma will soon have the advantages of direct connection with the East by rail. The Cascades branch of the Northern Pacific railroad will be opened for traffic early in the spring, and a large portion of the grain of Eastern Washington will go to market by this route; and the place where wheat is sold will be the point where much of the general trade of the wheat region will be controlled. Other industries will be stimulated, or created, by the extension of the commerce of the city, and furnish employment to labor and opportunity to enterprise. The railroad company will doubtless encourage the importation of tea from Japan, and the city will, in many other ways, be benefited by the railroad, which has already made it a place of such importance. Although the railroad is a great reliance, the business men of Tacoma do not wait for it to do everything for them, but act on the theory that the railroad will help those who help themselves. They have recently secured the erection of smelting works for the reduction of gold, silver and lead ores, that will at first have a capacity of fifty tons a day. The city has had a bet-

ter holiday trade the past month than ever before. There is no doubt that it will have a larger growth in 1887 than in any previous year. The exclusion of the Chinese has proved a great advantage to the city. Every occupation is now open to free American laborers, who add to the general prosperity by consuming, as well as producing, the fruits of domestic labor.

Apart from other substantial grounds of prosperity, Seattle has railroad prospects, as well as Tacoma. It will, doubtless, by a short extension of a line already constructed, connect with the Cascades branch, and thus secure equal facilities for doing its own business on the Northern Pacific, and will have other railroad connections of the first importance. There is a charter for a railroad along the east shore, to a connection with the Canadian Pacific, and a survey for the route is about completed. The construction of this road would be of great importance to the entire country around the sound, as it would give, not Seattle only, but Tacoma and Portland, a rail connection with the Canadian road. Another railroad that is likely to be built soon is the Seattle, Lake Shore and Eastern, to open a vast region in the vicinity of Snoqualmie pass, and to extend, perhaps, to Spokane Falls. The large deposits of iron ore on this proposed line have been recently tested by eastern steel manufacturers, and it is proposed to bring this ore to the sound and manufacture it into steel.

At Port Townsend and Victoria there has been great improvement during the past year. Everywhere, as I have said, there are signs of progress, and the country generally seems to be on the eve of rapid development. With the opening of the direct line to the East, across the Cascade mountains, and the extension of the Canadian Pacific to Seattle and Tacoma, great impetus will be given to