

nies has made the matter of illumination exceedingly cheap. The lights are availed of to an extent unknown in cities of Seattle's population and importance generally. Gas jets, incandescent and arc electric lights are used most freely. The effect, from the water, of all this can not be fully imagined without seeing. It is grand and beautiful beyond description. Especially is this so when hundreds of these lights are duplicated and extended in the clear and glassy waters of the harbor. It is not surprising, when these advantages and attractions are considered, when the history of the place is remembered, when the independent, enterprising character of the people is known, when the brilliant future prospects are viewed, that the citizens of Seattle are proud of their city, that they are devoted to its advancement, and determined that it shall, in the race for supremacy, distance all would-be rivals.

The city has been laid out with reference to the contour of the bay, so that the numbered streets parallel the shore line. Other streets bisect it at right angles, and town lots face the water. Lots are of the general dimensions of sixty by one hundred and twenty feet, blocks varying in the number of their lots, some having eight, some ten, some twelve, and some even more. Streets vary greatly in width, the average street being sixty-six feet wide. Lower Mill street is seventy-five feet, Front eighty, Second ninety, and Commercial will probably be widened to one hundred. Many new streets are seventy-four and eighty feet, and here and there are laid out a number of fine thoroughfares one hundred feet in width. In this matter, the future citizen will not have much cause for complaint. The citizen of to-day is determined that Seattle shall be provided with avenues commensurate with the demands that may be made upon them when her population exceeds one million souls. With this object in view, Railroad avenue has been laid out one hundred and thirty feet in width, and dedicated to the use of railroads entering the city. The municipality is now locating the line and condemning the necessary property for a grand boulevard, one hundred and fifty feet wide and six miles long, around the shores of Lakes Union and Washington. An avenue two hundred feet wide has also been ordered established along the entire city front. In these matters, the city government has displayed a zeal and foresight that are highly commendable. Not only is Seattle to have wide streets, but she is to have parks. A more lovely spot than the ten-acre grounds of the Territorial University, in the center of the city, it would be hard to find anywhere. This has long served the purpose of a public park, and will probably long continue so to do. Foreseeing the need of more such places, grounds for four parks

have lately been secured—the Someville tract, of five acres; the Denny, of six; the Kinnear, of twenty-one; and the Washelli, of forty. In recent additions to the city, provision has been made for eight other parks, generally of small extent, but in one case comprising two hundred and eighty acres. From present appearances, Seattle will be more generously supplied with parks than any other city on the Pacific coast.

In other respects, Seattle is not behind her sister cities. The corporation is provided with a mayor, nine councilmen, a clerk, treasurer, assessor, attorney, engineer, health officer, harbor master, street commissioner, two committing magistrates, chief of police, fifteen policemen, board of park commissioners, and a complete, well organized, efficient fire department. The cost of maintaining the municipal government last year was \$76,000.00, and will be at least \$120,000.00 this year. Streets are improved by special assessments, which, during the current year, will amount to \$80,000.00. The city fathers will have to supervise the expenditure of \$200,000.00 this year. The schools are conducted independently of the city. The property of the city consists of four lots, two brick buildings, one wooden building, two steam fire engines, one hand fire engine, one hook and ladder outfit, six hose carts, two wharves, sixty hydrants, two hundred street lamps, electric fire alarm system, parks, horses, wagons and tools for street work, furniture, safes, etc., in all worth at least \$150,000.00. The city has, also, a \$30,000.00 inheritance, which will be available as soon as she chooses to match it with a like sum, for the erection of a hall. All this, with \$20,000.00 in the treasury, above its one insignificant debt of \$21,000.00, money used in building a piled, plank road, thirty feet wide and three miles long, over the tide flats to the head of the bay, the cleanest, finest driveway in the territory. There are thirty miles of graded streets, improved at a cost of \$600,000.00. The main business streets are planked. Wide and well-kept sidewalks are found everywhere, and the residence streets are lined with thousands of shade trees.

Outside of municipal affairs the city presents an appearance highly creditable. Its water works are complete. The Spring Hill system has cost \$300,000.00. Its reservoirs hold five million gallons, and its pumps can raise one million two hundred and fifty thousand gallons in twenty-four hours. The system is only four years old, and yet it is supplying patrons to the extent of seven hundred and fifty thousand gallons a day. There are a number of other systems, all smaller than the Spring Hill, the combined cost of their plants not exceeding \$200,000.00. The Seattle gas works are the property of wealthy