

hundred and eighty thousand. Of this vast sum, three hundred and thirty thousand tons represented coal taken to California and Oregon ports, and the remainder represented vessels with mixed cargoes for Alaska, Portland and San Francisco. As many as seven ocean steamships were in the harbor, loading, unloading or waiting their turn, at one time, while at another time, deep water craft of thirty-six thousand tons carrying capacity were in the harbor together. Some of these vessels are very fine. The *Umatilla* is the most elegantly fitted and furnished steamer afloat on the Pacific ocean. The Alaska steamers, *Ancon* and *Idaho*, make Seattle their terminus and starting point, coaling here and sailing on regular days. The *Olympian* did the same, last summer. The *Leo*, trading in Alaskan waters, brings all her business to Seattle. Including coastwise, foreign and Puget sound craft, vessels enter and depart from Seattle to the average daily extent of over ten thousand tons. With such a showing, and with the knowledge that it is improving every year, it would be astonishing if the Queen City's population to a man, woman and child, did not feel an absorbing interest and intense pride in their harbor and its shipping. Seattle has received her first ship and cargo direct from Europe during the past year. The first vessel to arrive was the American ship *Carondelet*, from Liverpool, loaded chiefly with pig iron. The next three were the British ships *Persian*, *Rydalmer* and *Cape Verde*, from Maryport, loaded with steel rails. The fifth was the American ship *Joseph S. Spinney*, also from Maryport, loaded with rails. The last two were the British ships *Royal Alice* and *Malcirta*, from Liverpool, with mixed cargoes. Truly, a good beginning, this.

Seattle is the seat of justice of King county. The county has a jail and court house in the city, and a very slightly block bought to build a grand house on some day. The county officers live and carry on their business in the city. The attorney general of the territory, the inspector of coal mines and university regents live in Seattle. The United States is well represented here. The chief justice of the supreme court, the U. S. marshal and U. S. attorney, with their clerks and deputies, have their offices and homes here. The U. S. land office for the Puget sound district is here, with register, receiver, special agent, clerks, etc. A marine hospital and surgeon, and a branch of the custom house, with deputy collector and two inspectors, are here. The inspectors of boilers and hulls, for Washington and Alaska, have headquarters in Seattle. There is the post office, too, to be sure, and a lighthouse and fog signal. Seattle is also a coaling station for government vessels.

The steady and remarkable growth of the territo-

ry's metropolis during past years will be forcibly illustrated in the tables following:

## POPULATION.

U. S. census, 1870.....	1,107
Territorial census, 1875.....	1,512
U. S. census, 1880.....	3,533
Territorial census, 1883.....	6,645
"    "    1885.....	9,687
Directory, 1887—4,867 business names.....	14,136
Estimate, 1888.....	17,000

## CENSUS OF SCHOOL CHILDREN.

1878.....	1,251
1881.....	1,581
1884.....	2,826
1887.....	3,594

## ASSESSMENT.

1879.....	\$ 967,670.00
1882.....	3,685,565.00
1886.....	5,576,475.00
1887.....	7,230,385.00

In this connection, it may be truthfully said that the assessments of no other two cities in the territory, combined, equaled, in 1887, the assessment of Seattle alone.

## VOTES CAST.

City election, 1878.....	413
"    "    1881.....	501
"    "    1883.....	925
"    "    1886.....	2,410
Territorial election, 1886.....	3,272

In the election of 1886, women participated, to the probable number of eight hundred in the city contest, and one thousand in the territorial.

## CITY REVENUE.

Year ending May 31, 1883.....	\$39,259.00
"    "    "    1887.....	75,794.00

It is known that the revenue for 1888 will go considerably over \$100,000.00, the direct tax levy alone realizing \$65,345.00, while license moneys and fines aggregated \$24,257.00 during the first half of the fiscal year, ending November 30, 1887.

It is not upon the past, alone, that Seattle prides itself, but upon the present and future as well. During the boom years of 1882 and 1883, the town grew with great rapidity, but the collapse gave it a tremendous shock, from which it did not fully recover until 1887. This is illustrated by building and real estate and like records. Transfers in real estate aggregated in amount less than \$1,000,000.00 in 1885, about \$1,500,000.00 in 1886, and \$2,500,000.00 in 1887. During the first three months of 1888 the transfers exceeded \$2,000,000.00, and there is reason to believe they will not amount to less than \$8,000,000.00 during the present year. The new buildings of 1885 numbered only forty-six, and those of 1886 seventy-nine. In 1887, the number, including those in course of construction at the close of the year, rose to three hundred and forty, the aggregate cost exceeding \$1,250,000.00. The record of 1888 is confidently expected to