

practically inexhaustible field for the operation of saw mills and various manufactories of wood. No better shipping facilities for such products could be asked than exist on the bay. A superior quality of iron ore is found in great abundance about Irondale, and, indeed, entirely across the isthmus from Port Townsend bay to Port Discovery bay. There are also coal formations to be found in several places, which promise rich results in working. A fine quality of sandstone for building purposes is quarried near the city. Marble is found on Orcas island, directly across Admiralty inlet, and in the Olympic mountains are vast quantities of granite, and croppings of gold quartz have been observed. There is a partially developed copper mine on Quimper peninsula; also valuable salt springs. The soil of the peninsula and of the whole county is very fertile. Most of it is naturally timbered, and clearing the soil furnishes profitable employment, because the timber is valuable. It is almost useless to state the yield of products of that locality, for many people will regard it as entirely incredible. Several instances are reported where over one hundred bushels of wheat were harvested from a single acre, and one case where seven hundred bushels were produced on six acres. No one pretends that this is an average, or even a common yield. It is the result of exceptionally favorable conditions and unusual care in cultivation. These instances only give an idea of the possibilities of that section, and show that it is far from being devoid of agricultural merit. For general farming, fruit raising and dairying, there is certainly an attractive field about Port Townsend, both on the main land and on the islands and peninsulas that are numerous in that vicinity. There are choice grazing lands, and raising cattle for market would be a profitable business. Gardening, especially now that the market is rapidly growing, holds many inducements. The attention of seedsmen from the east is being attracted to the Puget sound country as the best place in the world for the production of many kinds of choice vegetable seeds. Port Townsend has a rapidly expanding local demand, and is becoming a primary shipping point of much consequence.

The port, in the number of marine craft reported and cleared, ranks second only to New York in the United States. Indeed, it is probable that the report for the current fiscal year will place Port Townsend at the head of the list. The entrances and departures average about nine a day, and twenty men connected with the custom house are kept busy. It should be understood that Port Townsend is the port of entry for the entire Puget sound district, and that its reports and clearances include all vessels that do business at any port on the sound. The number of docu-

ments issued by the custom house for the first two months of this year, compared with the same period of 1888, were one hundred and four to fifty-three—an increase of nearly one hundred per cent. An incident showing the growth of the customs business at Port Townsend is furnished by the government building now in course of construction. A few years ago \$70,000.00 were appropriated by congress for that purpose, and a site was secured and the work begun. The foundation was laid last year, but the increase of business became so marked that it was evident the original plans would not answer the purpose at all. The last congress increased the appropriation to \$240,000.00, and new plans are now being perfected which will make of the building previously designed a wing to the main structure. The site is just to the west of the business portion of the city, and when completed this building will occupy a prominent position and be an ornament to the city.

In order that Port Townsend may secure all the advantages which its position with reference to other cities and the rich country surrounding it would suggest, it is essential that it have railway communication in addition to its admirable shipping facilities by water. The capitalists of the city came to a realization of this fact a short time ago, and organized the Port Townsend Southern Railway Company, for the purpose of building a road southward around the head of the sound to Portland, or to transcontinental connections. A survey of the proposed route showed that it is entirely feasible, though it had previously, on a superficial examination, been declared impracticable. Work has already been begun on the road, and the bids for clearing and grading as far as Quillcene bay are now being submitted. The road will pass southward along the west side of Hood's canal, curving easterly to the town of Union, thence continuing to Olympia and to the connections not yet definitely arranged for. It is designed first to build the line from Port Townsend to the head of Quillcene bay, on Hood's canal, and from Union to the southern terminus, supplying connection between Quillcene bay and Union by boats. Thus through communication will be established before it would be possible to build the railway between Union and Quillcene, that being by far the most difficult portion of the route to build. This temporary arrangement will be in operation during the construction of the road along Hood's canal to connect with the two ends, which will be pushed as rapidly as possible. Steam motor lines, to establish convenient communication with the smaller places on both shores of the peninsula, are projected from Port Townsend, the principal one being seven and one-half miles long, designed to traverse the residence portion of the town, with a