

institutions. The town is rapidly building up and its beauty is constantly increasing. Its facilities for shipping are all that could be desired. A railroad runs along the shore, and though it is now in operation less than half a dozen miles from the city, it is doing a good business and its extension to British Columbia is being pushed with vigor.

Sehome has had a career very similar to that of Whatcom. In fact, they have been so closely identified in everything that it seems strange that they should be separate corporations. The shafts of the coal mines that were worked on Bellingham bay for several years were sunk in Sehome, so that place was considered the seat of the coal mining business of that locality. Now that superior coal measures are found a few miles in the interior, Sehome will be the shipping point for that very important article of commerce.

Bellingham and Fairhaven, to the south of Sehome, are also inoculated with the spirit of progress that has seized the other bay cities. Fairhaven has one of the largest saw mills on the bay in course of construction, and the Bennett railway is building from there to the timber and minerals of the Skagit country, by way of the Samish lake, where excellent lignite coal has been discovered.

There are several important enterprises which can not be considered as belonging to any particular one of the towns, but concern them all equally. Chief of these are the railroads that are being built in various directions from the bay. The Bellingham Bay & British Columbia road is now under construction to meet the New Westminster & Bellingham Bay railway now building south from New Westminster at the international boundary, and also to form a junction with the Canadian Pacific at or near Fort Hope. Connection will be made with the Canadian Pacific at New Westminster by the 1st of August. This line will also intersect the West Coast railway, building northward from Seattle, and thus secure transconti-

nental outlets to the north and to the south. This line enters Sehome near the Whatcom city limit and extends along the water front of the former city. Two other roads are in progress from the bay to tap the rich resources of the interior. A water works plant is now being arranged to furnish a supply of pure water from Whatcom lake, a few miles east of the city, for use in the bay cities. A reservoir will be constructed at a point two hundred feet above the point of service, and the natural pressure will be sufficient for all requirements. Three saw mills, each having a capacity of over a hundred thousand feet per day, will be constructed this season on the bay. Enterprises of various kinds are developing daily that will soon bring Bellingham bay to rank with the most important ports of Puget sound.

Whatcom county is rich in timber, minerals and agricultural resources. The farming lands of the western part of the county and in the river valleys are unsurpassed. It is chiefly the western part of the county that is suitable for cultivation for the ordinary farmer, however, as the surface of the interior is too rough for successful tillage. But the land that is under cultivation yields surprisingly of all kinds of crops, including many semi-tropical fruits. The soil is of an alluvial nature and its fertility is almost exhaustless. The hills and mountains contain any quantity of iron and coal, which are about to be developed now that there are facilities for marketing and handling the product. There are some indications of precious metals also. Some of the best building stone on the Pacific coast is found near Bellingham bay, the stone from which the Portland postoffice building was constructed having been quarried near Fairhaven. The cities on Bellingham bay and the surrounding country offer strong inducements for the investment of capital in secure and profitable enterprises. That section is bound to develop rapidly now that attention is turned in that direction, and the natural advantages which it possesses are unsurpassed.