

## HOQUIAM, WASHINGTON.

What a marvelous growth this town has had in the last twelve months—an increase of about four hundred per cent. ! During the spring of 1889 it possessed a population of about 300, nearly all employes in the mill, and their families. It is claimed that within the area of a mile square, the incorporated limits of the town, there reside at present about 1,500 people. At the beginning of this wondrous transformation the town possessed only the large mill and stores of the Northwestern Lumber Co., and the few dwellings provided by the company for its help. There are now to be seen here mile after mile of graded streets, many of which have planked sidewalks, and many handsome residences and business blocks two or three stories in height and of pretty architectural design. There is a \$75,000 hotel, which, for appearance and finish, can not be excelled, and a \$15,000 theater, the interior arrangement of which is a perfect model.

To nearly everyone who visits Hoquiam, it seems strange, when the deep-water facilities and the untold natural resources lying within her reach are considered, that such a town did not spring into existence many years ago. It was only in 1882 when the mill, now the property of the Northwestern Lumber Co., was erected, which was the first saw mill located on Gray's harbor. The gentlemen who comprise this company, knowing the advantage of the site for a town, in 1884 platted the eighty acres surrounding their mill. During the five years following little effort was made to dispose of lots; but in the spring of 1889 a new era began to dawn upon Hoquiam. A contract was entered into between George W. Hunt, the great railroad magnate, and the people of Hoquiam, whereby the former agreed to build a first-class, standard-gauge railroad from the Northern Pacific, at Chehalis, to Gray's Harbor, passing through Hoquiam, and which was to be finished and fully equipped and in good running order within eighteen months from the time of the signing of the contract. As an inducement to Mr. Hunt to build this line, the citizens of Hoquiam raised \$175,000 as a bonus, and the owners of the land in and about Gray's Harbor (which place is distant about three miles from Hoquiam), contributed property valued at \$600,000. Mr. Hunt is at present hastening with all possible speed the execution of his part of the contract, and it is stated that the road, which does not exceed sixty miles in length, is to be finished in October of this year. It was the coming of this railroad which induced so many people, in such a short time, to seek homes in Hoquiam.

Hoquiam is advantageously situated, at the mouth of Hoquiam river, about fourteen miles from the ocean. Its position is such as to give it a long extent of water front. The ground upon which the town is built being tide land, nearly the whole of the area embraced within the incorporated limits is dyked. The Hoquiam river is about three hundred feet wide, and is not less than twenty feet deep at low tide. It is navigable for deep-draft vessels a distance of eight miles, and considerably farther for lighter craft. The portion of the town bordering on the harbor also affords excellent deep-water facilities. The tide land within the town will soon be reclaimed, and wharves will have to be built but a short distance into the harbor in order to reach deep water. This beautiful arm of the sea, on the north side of which Hoquiam is situated, extends inland about fifteen miles, and is about twelve miles in width from north to south. The entrance to this harbor is one of the easiest of access on the Pacific coast. The opening from one point of land to the other is not over a mile in width, while the distance across the bar is about a quarter of a mile. The "mean of the lowest low water" on this bar, as shown by the last chart prepared by the United States coast and geodetic survey, in 1883,

is twenty-two feet. A copy of this chart can now be seen in Hoquiam. It was prepared for Mr. George H. Emerson, by the coast survey department, and was issued to him over the signature of an officer of that department, on the third day of May, 1884. The harbor entrance is misrepresented in some of the prints that have been issued by the government. One of them, issued in November, 1886, has a series of dotted lines drawn across the outer edge of the bar, which indicate that the lowest depth of water found is twelve feet. The sailing charts seem to have been compiled from this source, as they, for the sake of safety, doubtless, give only nine feet of water at low tide. The captains of the many vessels accustomed to crossing this bar at all seasons of the year claim to have never found less than twenty-two feet of water in the 1,500 feet of channel. This injustice to one of the easiest entrances to one of the safest harbors in the United States, is about to be removed, since the pending river and harbor bill appropriates a sufficient sum to defray the expense of a correct survey. The channel from the bar up to within two miles of Hoquiam is not less than thirty feet at low tide, and varies from that to a much greater depth. Six large streams flow into Gray's harbor—four from the north and two from the south. It is claimed that these streams aggregate two thousand miles in length, and drain a basin which is at least 100 miles in width from north to south, by about sixty miles in length. Nearly the whole of this vast area is densely covered with timber, consisting of the best quality of fir, spruce, cedar and hemlock, and so thick does it grow that it will average from 5,000,000 to 10,000,000 feet to the quarter section. The soil in this basin, along the river bottoms and within the range of the tide, is an alluvial deposit, while the low land above the tide influences is a black loam underlaid in many instances with clay; the rolling country, where the best timber abounds, is either gravel largely mixed with broken and pulverized soapstone, or a deposit composed chiefly of clay.

The speedy completion of the railroad mentioned, and the large number of industries that are to be located there, must, naturally, greatly increase the population and volume of business done in Hoquiam. The town already possesses, in the Northwestern Lumber Company, one of the largest industries located on the harbor. The mill of this company is capable of cutting 100,000 feet of lumber in a day. In connection with it is a planing mill and a dryer, capable of drying 10,000 feet per day. On the stocks of the ship yard, which is also a part of the mill property, is now laid the keel for a four-masted schooner that will carry 900,000 feet of lumber when she is completed. The four-masted schooner *Volunteer*, which carries 850,000 feet of lumber, was built here, as were also the schooner *Pioneer* and steam tug *Printer*. Last January a sash and door factory that cost \$10,000 was put in operation; the proprietors of this plant intend expending \$10,000 additional in improving it this season. The Hoquiam Lumber and Improvement Company's mill has just been completed. It cost about \$40,000 and has a capacity of 100,000 feet per day. It is claimed at least 200 stores and dwellings have been erected in Hoquiam within the last twelve months, and that there was expended in their construction the sum of \$300,000. This estimate does not include the hotel and theater. The former is an exceedingly ornamental building, and will cost, when finished, about \$75,000. This amount includes the cost of construction and furnishing this elegant hostelry. Its style of architecture is that of the castellated Queen Ann, and the building covers an area 140x75 feet, and is six stories high, including the basement. The stairs and most of the wood work throughout the building is highly ornamental. The beautiful carvings and artistic finish