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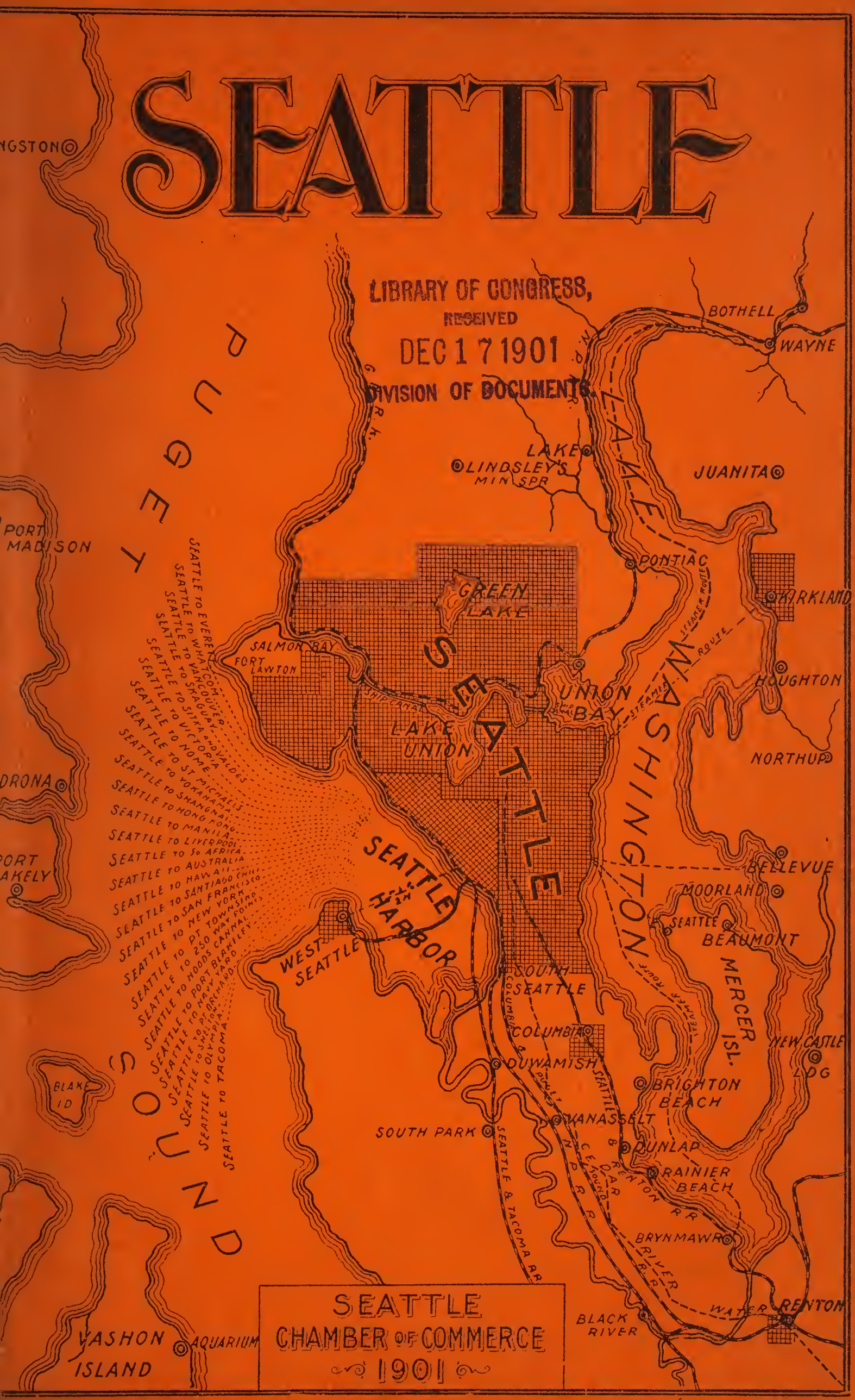

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Seattle

The

Puget Sound Country

And

Western Washington

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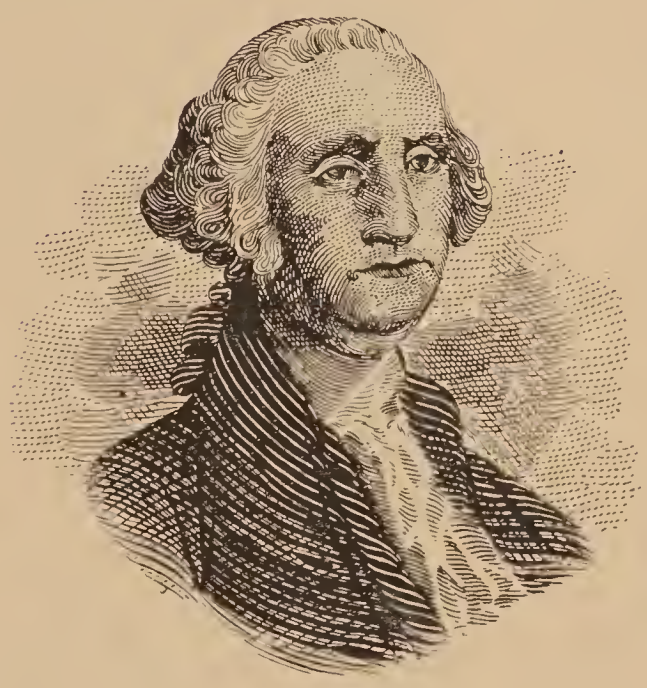


Their Resources and Opportunities

By

Seattle Chamber of Commerce

PRESS OF
THE TRADE REGISTER
SEATTLE

SECTION OF RESIDENCE DISTRICT, SEATTLE.

Seattle and the State of Washington

Descriptive

Seattle, the metropolis of Washington and the seat of King County, is situated on Puget Sound, one hundred and twenty-nine miles east of the Pacific Coast. It is located almost exactly in the center of what is now known as the "Puget Sound Country," and also in the geographical center of Western Washington.

Location and Environs

Western Washington is that part of the state lying between the Cascade Mountains and the Pacific Ocean. Its products, resources and climate differ very materially from the country lying east of the mountains, as will be shown in the following pages.

The Puget Sound Country is the northeasterly portion of Western Washington, and lies between the Cascade Mountains on the east and the Olympic Mountains on the west. It includes all that part of the state in which the waters flow into Puget Sound, extending from Lewis county on the south to the national boundary on the north.

Puget Sound proper, as it is now known, includes all the waters of the great inland sea which extends easterly from the Strait of Juan de Fuca, and southerly from the national boundary line to Olympia. The waters of the Sound are from 60 to 1,000 feet in depth. The rise and fall of the tide is from 9 to 18 feet. There are no sunken reefs or other dangerous obstructions to navigation, and vessels can safely enter the Sound at any time. The coast line aggregates about 1,600 miles in length, and owing to the fact that it is protected on every side by high mountain ranges, it forms a harbor in which all the vessels of the world might lie in safety.

Historical Facts.

What is now the city of Seattle was at one time the home of several hundred Indians, and the occasional meeting place of thousands, who were attracted to this point as a convenient location. It was first settled by white men in 1852, when a few sturdy pioneers located upon the land under the provisions of the act of congress of September 27, 1850, known as the "Donation Act."

In 1853 Messrs. Maynard, Denny and Boren laid out a town which they called Seattle, after a friendly Indian chief of that name. It was incorporated in 1865 by the territorial legislature, and re-incorporated in 1869. During the first twenty years its growth was slow, the population in 1870 numbering but 1,107. In 1880 the population had been increased to 3,533. With the advent of the railroad in 1884, the city entered upon a period of prosperity, which continued until the great financial depression of ten years ago. On the 6th of June, 1889, the main part of the business portion of the city was destroyed by fire. A territory, exceeding one hundred acres in extent, was burned over, causing losses aggregating ten or twelve millions of dollars. Undaunted by this great disaster, the people immediately went to work, and within a year the burned district was rebuilt upon a much grander scale than before with wider streets, better grades and buildings constructed according to modern ideas.

During the great financial depression of the early '90s, Seattle, in common with the other Pacific Coast cities, remained practically at a standstill, but, with the wonderful discoveries of gold in Alaska and the Northwest Territory in 1897, and the rapid development of commerce with the Orient since the Spanish-American war, attracting the attention of the capitalists of the world, the city entered upon an era of prosperity and progress which is almost without parallel.

In 1897 the population, according to an estimate based upon the number of names contained in the city directory, was 55,125. Estimated upon the number of names contained in the 1901 directory, the population to-day is more than 100,000, an increase of nearly 100 per cent. in four years.

Surroundings of Seattle.

Seattle lies between Elliott Bay, an arm of Puget Sound a little over two miles in width, on the west and Lake Washington, a body of fresh water twenty-two miles long, from two to four miles in width, and from forty to two hundred and fifty feet in depth, on the east. In the north part of the city is located Lake Union, a beautiful fresh water lake, with an area of 905 acres and a depth of 60 feet; and Green Lake, with an area of 300 acres and a depth of about 50 feet.

The Cascade Mountains, ranging from 5,000 to 14,500 feet in height, extend from north to south from forty to fifty miles east of Seattle, and the Olympic Mountains, which are from 4,000 to 8,000 feet in height, lie about forty miles to the west. These mountains protect this locality from storms and have a great effect in rendering the climate equable. The highest mountain peak in the United States south of Alaska is Mount Rainier, with an altitude of 14,526 feet, situated fifty-five miles southeast of Seattle.

Points of Interest.

The Puget Sound Navy Yard, located upon Port Orchard, just across the Sound from Seattle, is destined to be the leading navy yard upon the Pacific coast. It has now one of the largest graving docks in the world, 650 feet long, 39 feet deep, 67 feet wide at the bottom and 130 feet wide at the top. Its equipment consists of extensive shops, wharves, quarters and grounds, upon which the government has already spent $1,500,000, which enables the Department of the Navy to make extensive repairs upon our vessels of war at a low cost and with the greatest dispatch. Extensive improvements are now in contemplation, and the capacity of the navy yard will undoubtedly be doubled in the near future.

The Government is now constructing a ship canal from deep water in Puget Sound through Lake Union to Lake Washington. The length of the canal will be about eight miles, and its capacity sufficient to accommodate the largest vessels in the world. The estimated cost is $2,500,000. The

Photo by E. S. Curtis, Seattle.

SNOQUALMIE FALLS, 268 FEET HIGH.

right of way has been procured and deeded to the Government and the work of construction was begun in July this year. The completion of this canal will open up a fresh water basin of fifty square miles with fifty miles of shore line, which can all be used for wharves, docks, elevators, warehouses, mills and factories, and will be of inestimable value in providing unexcelled facilities for the handling of our commerce.

Fort Lawton is a military post located in the northwestern part of the city. It contains 989.51 acres of land, which was given by the people of Seattle to the general government for that purpose. The improvements made and to be made will cost about $950,000. The estimated cost of maintaining an artillery regimental post, such as this, based upon the army regulations and existing laws, is about $450,000 per annum.

The United States Assay Office in Seattle, an institution of prime importance, was established in 1898. During 1898 the Government received assayed and paid for $5,550.032 worth of gold. The receipts for 1899, were $12,823,635; for 1900, $22,-038,775, and it is estimated by the assayer in charge that the receipts for 1901 will exceed $25,000,000. The gold received comes principally from Alaska and the Northwest Territory.

Snoqualmie Falls, located about 25 miles in a straight line from Seattle, is a perpendicular fall in the Snoqualmie river of 268 feet, and its natural beauty is unsurpassed. A power company has recently put in works by which the power of this great waterfall is now utilized in the operation of electric car lines, the electric lighting plants, and the numerous mills and factories of Seattle and the adjacent cities. The hydraulic power of this waterfall is estimated at 30,000 horse power during the period of extreme low water and at 100,000 horse power during the period of high water.

There are several other waterfalls near Seattle whose power can be utilized and made to furnish a sufficient amount to supply all demands for many years to come.

Seattle has a number of parks which for natural beauty are unsurpassed. The surrounding country is filled with lakes, rivers and mountains, furnishing hundreds of pleasant resorts, all of which are easily accessible at little or no expense, and without any great loss of time.

This part of the state is a sportsman's paradise. The lakes, rivers and smaller streams teem with trout of various kinds, and the most exacting angler will here find sport to meet his highest expectations. In the forests and mountains large game is abundant, including elk, deer, mountain goat, bear, panther and lynx. Of the upland game birds, grouse, quail and snipe are plentiful and of water fowl and shore birds, geese, ducks of many varieties, plover and curlew are found in great numbers.

The Water Supply.

The water supply of the city is of the purest and best. It is obtained from the Cedar River at a point twenty-eight and one-half miles distant, among the foothills at the base of the Cascade Mountains. The city has acquired many thousand acres of land at and above the point from which the water is taken, which is reserved from settlement, thus insuring the purity of the water and non-interference with the supply. The storage reservoirs in the city have a capacity of 40,000,000 gallons, and the daily capacity of the conduits by which the water is conveyed to the city is 50,000,000 gallons, a quantity sufficient to supply a population of 500,000.

The water system is owned and operated by the city. The works were constructed by the city at an expense of about $2,000,000. The revenues are increasing yearly and amount to more than $200,000 per annum. Water is furnished to the consumers at a low price, and the revenue received more than pays the expense of operation.

Schools, Churches and Library.

Public Schools of Seattle.

The public schools of Seattle rank among the very best in the country. The educational system in vogue stands pre-eminent for thoroughness and excellence. Our many school buildings, erected according to modern designs, present a standard of excellence and solidity of architecture far in advance of many eastern cities of much greater population. During the past four years it has required great energy on the part of the Board of Education to keep pace with the demands arising from the great increase in the school population.

A new high school building, designed according to the latest ideas, is now in course of construction at a cost of $200,000, and plans are now being prepared for a number of grade school buildings which will cost at least $250,000. These new buildings are absolutely necessary to supply the needs of our increasing population.

The amount expended for maintenance exceeds $250,000 per annum. During the past year the schools have occupied 26 buildings, containing 239 rooms. The number of teachers employed at the present time is 245. The salaries of the teachers in the grade schools range from $55 to $80 per month, in the high school from $100 to $125 per month, and the principals receive from $105 to $170 per month. The enrollment of pupils for this year will exceed 14,000.

The University of Washington.

The University of Washington is located in the City of Seattle, upon a beautiful tract of land, containing 355 acres, lying between Lake Union and Lake Washington,

The main building is a model structure, built upon modern lines and thoroughly equipped with a lecture hall, laboratory, library, museum and offices. The laboratories, (chem-

ical, physical, biological and mineralogical), are all well equipped with the very latest apparatus, enabling the students to pursue their studies with the greatest possible facility. The library contains a very complete selection of the choicest literature. The gymnasium building is thoroughly fitted with modern appliances for the physical training of the young men and women. The museum contains an extensive collection of specimens of natural history. The last legislature appropriated $70,000 for the construction and equipment of a Science Hall, and $50,000 for the construction of a new power plant. These improvements are now in process of construction. The university is endowed with 100,000 acres of selected land. The people of the state, realizing the importance of this great educational institution, commend the action of the legislature in making liberal appropriations for its support. The appropriation made for maintenance for 1901-2 is $150,000, which sum, in addition to the revenues derived from lands and other sources, enables the faculty to provide the very best facilities for education.

The university is free to the youth of the state. The faculty includes 30 of the best educators who can be procured. The students during the past year numbered 605, the attendance having more than doubled during the past four years, and the prospects of the immediate future indicate a very large increase in the attendance.

The Public Library.

As a valuable adjunct to the public school system the City has a free public library. The library was established ten years ago, and on January 1st, 1901, consisted of about 26,000 volumes. On that date the greater part of the library was destroyed by fire. A large number of new volumes have already been purchased, and by the end of 1902 the library will have at least 30,000 volumes all catalogued. About 300 periodicals are taken, including all important monthlies and quarterlies of general circulation in the English language, and several in foreign tongues, together with the leading newspapers of the United States. At the close of 1900 the monthly circulation had reached 15,000,

and the reading rooms were patronized by a large number of people.

Immediately after the destruction of the library by fire Mr. Andrew Carnegie gave the city $200,000 for a new fireproof building. The Library Board has now under consideration the purchase of a site at a cost of about $75,000 to be furnished by the City. The income of the Library at the present time is over $30,000 per annum, which will be increased to $50,000 upon the completion of the new building.

The Churches of Seattle.

Seattle has more than 100 churches and church societies, which represent a greater variety of religious beliefs than is ordinarily found in a city of its size. Almost every known denomination of the Christian religion has its devotees, and nearly all have regular church associations. This is doubtless owing to the fact that the population is cosmopolitan in its character, and contains representatives from almost every civilized country on the globe.

Photo by A. B. Wilse, Seattle

FIRST AVENUE, SEATTLE.

The Commerce of the Pacific.

Extent of the Field.

The Spanish-American war brought to us a new consciousness of our position and our opportunities upon and beyond the seas, and American capital and American enterprise have been directed into new channels of commerce. In 1898, for the first time in our history, our exports of manufactures exceeded our imports.

With the revival of interest in our commerce upon the seas, the attention of our people has been directed particularly to the commerce of the Pacific. The extent of that commerce and its future development can hardly be estimated. We have the Philippine Islands, with eight millions of people and a trade of more than $60,000,000 yearly, which we control. Japan, China and the Dutch East Indies have a combined population of more than 500,000,000 people and a foreign trade amounting to more than $1,000,000,000 per annum. This vast commerce can be doubled during the next ten years.

The building of the Trans-Siberian railroad has opened up a vast agricultural and timbered region, which will soon be filled with millions of prosperous husbandmen and workmen, who will use American machinery and American manufactures. Hawaii, Alaska, Australia, the South American republics, Mexico, Central America and the islands of the South Pacific present great opportunities for commerce and the exploitation of their natural resources.

Since the Spanish-American war the commerce of the Pacific has been increasing at a rate almost beyond comprehension. The result of this wonderful growth will be the building of a great commercial city upon the Pacific Coast. Many things must be taken into consideration in choosing lines of traffic, such as climate, distance, natural facilities for the tran-shipment of freight and the cost of supplies, and the city which is able to offer the greatest inducements in this respect will soon become the leading Pacific port.

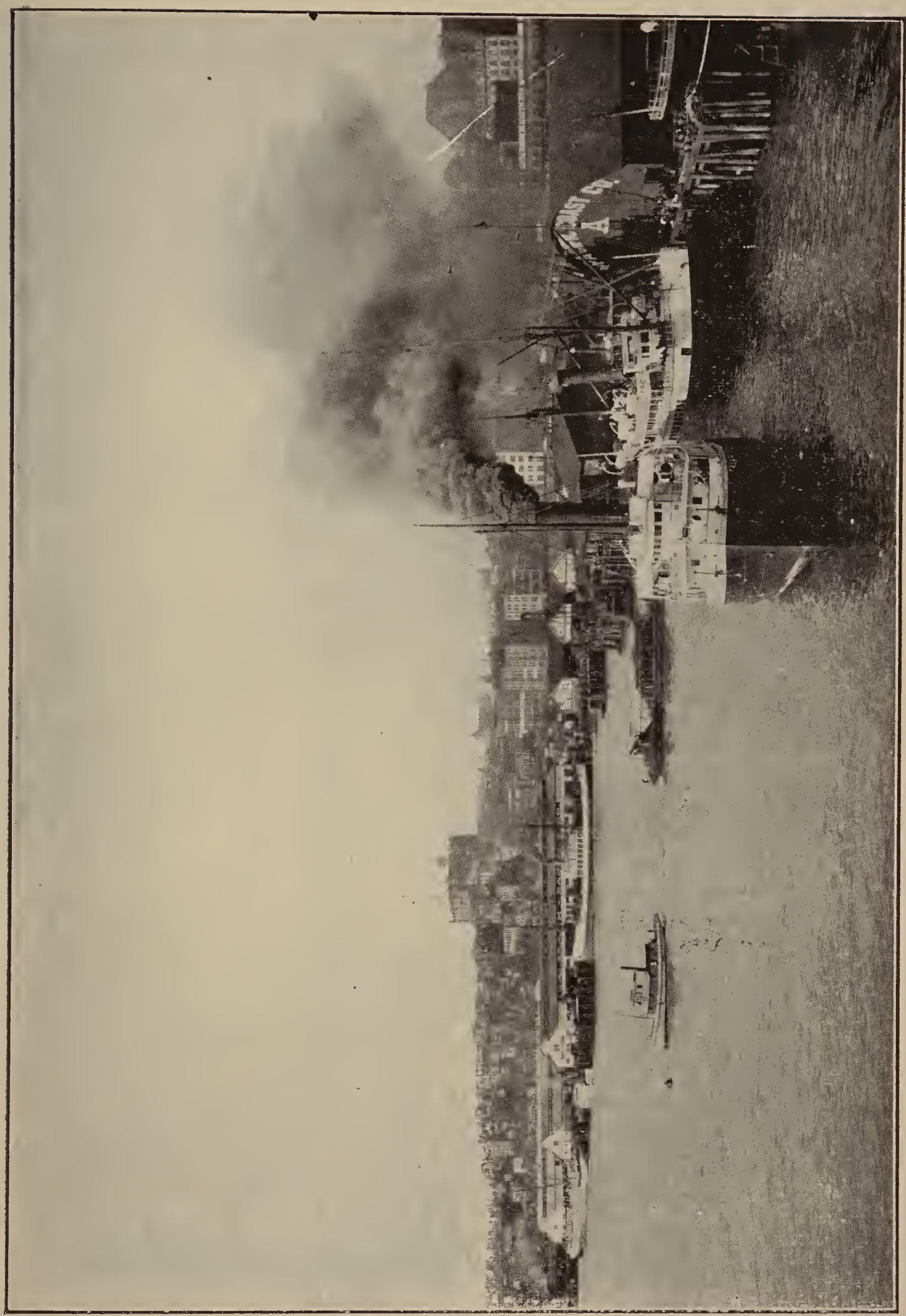


Photo by Curtis & Romans, Seattle

PART OF THE WATER FRONT.

Seattle the Coming Port.

Seattle has more natural advantages than any port in the United States. The climate is all that could be desired in a commercial sense. We have no extremes of heat and cold, no ice in our harbor, no violent winds, very little foggy weather and no excessive rains. Seattle is two days nearer to the Oriental ports than is San Francisco, and 550 miles nearer to the Great Lakes. In these days of progress, when the great study of the transportation companies is the elimination of time, these two facts alone should be enough to establish her supremacy. But there are other facts. She has a spacious harbor, which can be entered safely every day in the year, and when the Lake Washington Canal is completed she will have the most extensive harbor area in the world, where ships may lie in either salt water or fresh, and in absolute safety from storms. She has practically an inexhaustible supply of coal at her very gates. This is a fact of the greatest importance to both steamship and railroad companies, and will be a controlling factor in the establishment of new lines of transportation, and especially the Trans-Pacific steamship lines.

The Oriental Trade.

The trade with the Orient will grow to vast proportions, because we do not compete with those countries in the production of the commodities which they export, and they do not compete with us in the production of the articles which we export. We furnish them with wheat, flour, cotton, tobacco, lumber, iron and machinery, while they furnish us with silks, tea, coffee, spices, mattings and many other products. It is unlike the trade of the Atlantic, where we have to go into the markets of the world and compete with the countries of Europe for the trade in similar products, and this is a condition that will not soon change.

The commerce of the Orient will seek the port from which imports can be most readily and cheaply distributed among the consumers. Seattle by its location holds the key to the situation. Within the past few years the Chinese and Japanese have been educated to some extent in the use of

American flour. The flour exported from Seattle goes principally to those countries. The exports have increased from 92,000 barrels in 1896 to 422,474 barrels in 1900. As the demand increases, the wheat which now goes east from the Dakotas and Minnesota will come to the west to supply this trade. Then the cars which bring the wheat to us will carry the Oriental cargoes to the populous centers in the Middle States. The same is true of other products. The Great Northern Railroad Company now has under construction two of the largest steamships in the world, designed to carry freight between Seattle and the Orient. It will require 1,500 carloads of freight to make a cargo for one of these great steamships. This gives us some idea of the extent to which this trade will develop in the near future.

There are 31,302,000 people living in the states which border on the Great Lakes. This great population can be most conveniently reached by way of Puget Sound. It is 1,785 miles from Seattle to Duluth, where cargoes landed at this port can again be transferred to ships and carried to Milwaukee, Chicago, Detroit, Toledo, Cleveland, Buffalo and numerous smaller cities at the minimum of expense, while cargoes landed at San Francisco will have to go 2,336 miles by rail to reach Chicago, the nearest of the cities named.

The Alaska Trade.

Seattle controls the Alaska trade, the volume of which runs into millions, and shows a marked increase each year. It is estimated that the amount of freight shipped from this port to Nome in 1900 was more than 100,000 tons, and this year it is estimated at 150,000 tons. More than 200,000 tons of freight were carried from Seattle to southeastern Alaska in 1900, and it is estimated that the amount will exceed 250,000 tons this year. The southeastern Alaska steamships carried about 40,000 passengers each way in 1900, and at the rate of increase, shown during the first eight months of 1901, the number of passengers each way will exceed 50,000 for this year. It has been necessary to add larger and faster vessels to the Alaska fleet to keep pace with the rapidly increasing demands of both the freight and passenger traffic.

The California Trade.

The trade with California also employs an extensive fleet of steam and sailing vessels. It requires about 700,000 tons of coal annually to supply the trade of San Francisco alone. This coal is supplied largely by our mines, and the demand increases yearly. During this season great quantities of oranges have been shipped by water from California to this port and carried to Chicago and the East by rail. It was found that fruit could be delivered in Chicago by this route more quickly and in better order than by the all-rail southern routes. This fact will add very materially to our commerce in the near future.

The South Pacific Trade.

Hawaii, Mexico, South America, Australia and South Africa use a vast amount of Washington lumber. The lumber exported to those countries is carried principally in sailing vessels. Today many of these vessels carry ballast on their return voyages for want of freight, but the time will soon come when the raw materials of those countries will be carried to Puget Sound to supply the mills and factories which will be established to manufacture leather and woolen goods, dynamite and other explosives, refined sugar and many other things.

Take the matter of leather alone. The market is here. The hemlock required for tanning is here. The hides are in South America and Australia. We send lumber to them. They will send hides to us as return cargoes. The cost of transportation is so low, and the materials required are so cheap, that immense profits can be made.

The same is true of sugar refining and many other important enterprises which are now attracting the attention of capitalists and manufacturers.

The Local Trade.

In addition to the deep sea commerce, there is a great local traffic carried on by some sixty steamers of various sizes and models, known as the mosquito fleet. These steamers carry a very large number of passengers and a vast amount of freight each year, and act as so many independent railroad

lines along the various routes which they serve. The steamers of this fleet reach more than 150 cities, towns and villages daily, and several new steamers have been added to the fleet within the past year to keep pace with the rapidly increasing demand.

The Fishing Trade.

There is also a large fleet of small vessels, principally steamers and schooners, engaged in the fishing industry on the Sound and off Cape Flattery, with headquarters at Seattle. The supplies used in the fishing industry of the Sound are furnished principally by Seattle, and she also furnishes a large portion of the supplies for the Alaskan fisheries. This, together with the handling of the product of the Alaskan fisheries, now is and always will be, a very important element in our commerce.

Other Sound Cities.

Seattle is near the center of a group of prosperous, growing cities. Tacoma, Everett, Whatcom and Fairhaven, the leading ones among them, have extensive commercial and manufacturing interests and have excellent prospects for the future. The railroads and Sound steamers afford cheap and quick communication between them and Seattle, and the trade with them has grown to great proportions and is increasing yearly.

Among the other prosperous towns and cities in the Puget Sound country, ranging from 1,000 to 5,000 in population, are Olympia, Port Townsend, Ballard, Port Angeles, Blaine, Puyallup, Anacortes and Shelton, all closely connected by rail and steamer lines, and drawing a large portion of their supplies from this city.

Photo by E. S. Curtis, Seattle

WASHINGTON FOREST.

Manufacturing.

The Lumber Industry.

The manufacture of lumber is the greatest industry of the state of Washington. From statistics, compiled by the Pacific Lumber Trade Journal, we learn that at the close of the year 1900 there were 444 lumber and shingle mills in the state. The daily capacity of these mills is 8,380,000 feet of lumber and 28,700,000 shingles. Ninety-two mills, with a daily capacity of 2,295,000 feet of lumber and 480,000 shingles, are located on the east side of the Cascade Mountains, while 352 mills, with a daily capacity of 6,185,000 feet of lumber and 28,220,000 shingles, are located on the west side. In addition to these mills there are in the state 30 sash and door factories, 57 planing mills and box factories, 6 barrel, tub and pail factories, 183 loggings camps, 200 bolt camps, 69 retail yards, 34 wholesale lumber and shingle dealers and 48 miscellaneous wood-working establishments. Owing to the mildness of the climate, all of the mills and factories on the west side of the mountains are operated 300 days in the year.

The Journal also gives the following compilation, obtained from a careful canvass of the number of men employed by the lumbermen of the state, with the mills running at their full capacity.

Employes of—	Number.	Daily.
Saw mills	7,025	$14,050
Shingle mills	3,800	10,450
Logging camps	8,026	20,065
Sash and door factories	631	1,420
Planing mills and box factories	1,140	2,565
Barrel, tub and pail factories	148	323
Shingle bolt camps	2,000	3,800
Retail yards	217	434
Transportation and miscellaneous allied industries	1,015	2,538
Total	24,002	$55,645

The cargo and rail shipments of Washington lumber during the year 1900 were as follows:

Cargo shipments, lumber	492,765,447 feet
Rail shipments, lumber	284,280,000 feet
Shingle shipments, by board measure	256,010,000 feet
Total	1,033,061,447 feet

To the above figures should be added the lumber consumed locally, which brings the value of the annual output of lumber up to about $17,000,000.00.

Henry Gannett, chief of the Division of Forestry, Department of Agriculture, has made a careful estimate of the amount of standing timber in the state of Washington, which is as follows:

Kind.	Western Wash.	Eastern Wash.	Total.
Fir	66,208,861,000	2,154,110,000	68,362,971,000
Cedar	16,192,276,000	117,177,000	16,309,453,000
Heml'k	14,699,759,000	148,500,000	14,848,259,000
Pine	.....	6,586,520,000	6,586,520,000
Spruce	6,402,605,000	16,610,000	6,419,215,000
Larch	.....	2,078,601,000	2,078,601,000
Oak	.....	3,700,000	3,700,000
Total.	103,503,501,000	11,105,218,000	114,608,719,000

From the above figures it will be seen that at the present rate of consumption there is sufficient standing timber in the state of Washington to supply the demand for one hundred years to come.

It is interesting to know the destinations of the cargo shipments which are shown in the following table for the past three years:

To—	1898	1899	1900
California	230,072,094	243,750,709	240,822,058
Australasia	38,439,653	39,041,891	63,612,563
Hawaii	32,230,732	54,697,013	59,020,233
South America	25,881,487	25,023,543	35,202,037
Alaska	16,295,510	10,067,276	31,105,763
China	12,787,867	16,039,611	17,815,057
South Africa	7,033,160	9,188,192	12,298,256
Mexico	8,235,740	7,249,849	9,220,853
Philippines	.....	4,122,746	4,959,904
London	1,241,211	2,151,618	4,467,588
Hamburg	429,190	1,495,094	2,673,670

Japan	772,339	2,719,246	2,517,457
New Caledonia	698,555	1,257,467	2,143,557
Siberia	.....	.....	1,413,817
Hebrides	.....	.....	1,270,000
Philadelphia	.....	.....	1,261,969
Fiji Islands	987,122	1,147,512	1,132,458
France	943,000	.....	733,130
Leith, Scotland	.....	.....	599,226
Samoa	199,820	328,293	495,851
Other ports	1,986,423	3,931,112	.....
Totals	377,333,903	422,211,262	492,765,447

The other ports above mentioned are Calcutta, Greenock, Dublin, New York, Central America, Korea, Amsterdam and Tahiti.

It is also interesting to know the destination of the rail shipments, as it shows the wide use of Washington lumber and shingles throughout the United States. The following table gives the destination by states and carload lots:

To—	Lumber.	Shingles.
Washington and Oregon	7,645	774
Minnesota	2,435	6,061
Montana	1,728	402
Iowa	1,678	2,235
North Dakota	1,270	470
Illinois	717	1,064
South Dakota	694	862
Nebraska	520	1,154
Kansas	391	1,787
Missouri	253	1,893
Utah, Colorado and Wyoming	183	831
Other Eastern States	1,345	5,641
Totals	18,859	23,174

General Manufacturing.

The importance of Seattle as a manufacturing center is evidenced by the fact that outside of the manufacture of lumber and shingles, this city produces more than sixty per cent. in value of the manufactured articles of the state. By a careful estimate the mills, factories and shops of the city give constant employment to more than 17,000 workmen, the annual pay-roll exceeds $12-

000,000, and the value of the products exceeds $45,000,000 per annum.

The business of the year 1900 showed a great increase over that of 1899, and the increase for the year 1901, will be still greater in all lines except in iron and steel works and machine shops, which have suffered to some extent by reason of the strike of the machinists, which continued for nearly four months.

The immense output of the manufacturing enterprises is divided among about eleven hundred different establishments, varying in extent from a small cigar factory employing two or three men, to a large and well appointed shipyard, employing hundreds of skilled artisans. The leading industries of the city are shipyards, sawmills, flour, feed and cereal mills, brick yards, terra cotta works, foundries, machine shops, breweries, factories for the manufacture of sash, doors, blinds, wooden ware, excelsior, barrels, boots, shoes, clothing, cars, wagons, carriages, furniture, tinware, soap, crackers, candy, pickles, brooms, baking powder, drugs, jewelry, saws, fish nets, woolen goods, trunks, stoves, etc.

Great as is the volume of our manufactured products today, and notwithstanding the efforts of our manufacturers to keep pace with the increasing demand they are unable to fill all their orders, although many of them have more than doubled the capacity of their plants within the past two years.

Reasons for Prosperity.

There are many reasons for the unexampled prosperity of our manufacturing enterprises, among the principal of which are favorable climate, cheap fuel, cheap power, cheapness of raw material, nearness to the market for our product, cheap transportation, on account of water and rail facilities, an active market on account of our rapidly increasing population at home, and greatly increased demand for our goods abroad.

Our commerce with other countries has already been set

forth. Our manufactured products go into that great field of trade, and as the people of other countries become acquainted with the excellent quality of our products the demand will continue to increase until our capacity for production will be taxed to the utmost.

There are many profitable lines in which the field is practically unoccupied, such as the manufacture of leather, glass, woolen goods, furniture, cotton goods, iron, canning and preserving fruits and vegetables and many others. Besides these there is room for expansion in many of the lines already established.

The Eastern manufacturer or business man may ask why these great opportunities are not seized upon by the local people, to this we can only say that the State of Washington is growing so rapidly and the opportunities for investment are so many and diverse that the local people have all that they can do to keep pace with the growth in their own lines without branching out into new enterprises, and while they may know and see the golden opportunities on every side their own work claims their undivided attention and capital. This is therefore a great field for new comers and new capital, and both are always welcome to our midst.

WARSHIPS IN SEATTLE HARBOR.

Mines and Mining.

The Coal Mines.

The coal fields of Washington cover an area of several thousand square miles. All of the large mines except those in the Roslyn district are located within fifty miles of Seattle, while the Roslyn district is distant less than one hundred miles in a direct line. The deposits of coal are practically inexhaustible, and the quality is of the best for manufacturing, steam and domestic use.

At the present time there are more than 5,000 men engaged in mining coal, at wages averaging $2.50 per day. In 1900 the output of the mines of the state amounted to $2,-418,034 tons, an increase of 500,427 tons over the preceding year, and the output for 1901 will show a substantial increase over 1900.

About 1,000,000 tons of the coal produced last year, were exported to California, Mexico, Hawaii, Alaska and the Philippines, while considerable quantities were shipped to Idaho, Montana and Oregon by rail. All of the mines in the State are worked to their full capacity and a number of new mines will soon be opened to meet the ever increasing demand.

Lead and Copper.

There are many extensive deposits of high grade iron ore in the State, but up to the present time very little work has been done to develop them. Furnaces are being established upon the Sound to manufacture iron and in the near future these deposits will be developed and will undoubtedly prove to be of great value.

There have been many valuable discoveries of lead and copper. A large amount of development work has been done during the past three years, and the mines make an excellent showing. This work has been greatly retarded by reason of the lack of transportation facilities, but now the railroad companies see that there will be an extensive business with these new industries, and are extending their lines to supply the demand.

The Precious Metals.

During this year there has been great activity among the prospectors and mining men of the State, especially in the region of the Cascade mountains. A number of deposits of gold and silver in paying quantities have been discovered and a large number of men have been employed in development work and the installation of mills and machinery to work the ores. With the opening of these mines and the building of new roads to accommodate them the mining of the precious metals will become one of the important industries of the State, and will add greatly to its wealth.

The product of gold and silver in 1900 amounted to $1,126,873.00 and the prospects are that the product will be more than doubled this year.

Photo by A. B. Wilse, Seattle

SECOND AVENUE, SEATTLE.

The Fishing Industry.

The fisheries of Puget Sound have assumed vast proportions and may well be accounted as one of our leading industries. The report of the State Fish Commissioner for the year ending December 31, 1900, shows that the capital employed in the fishing industries in the Puget Sound district alone is fully $3,500,000; that the number of steamers and launches employed is 51, and other boats 1025. The average number of men employed is 5,000, their earnings amount to $1,400,000 annually, and the value of the output is from $3,000,000 to $7,000,000, according to the run of salmon.

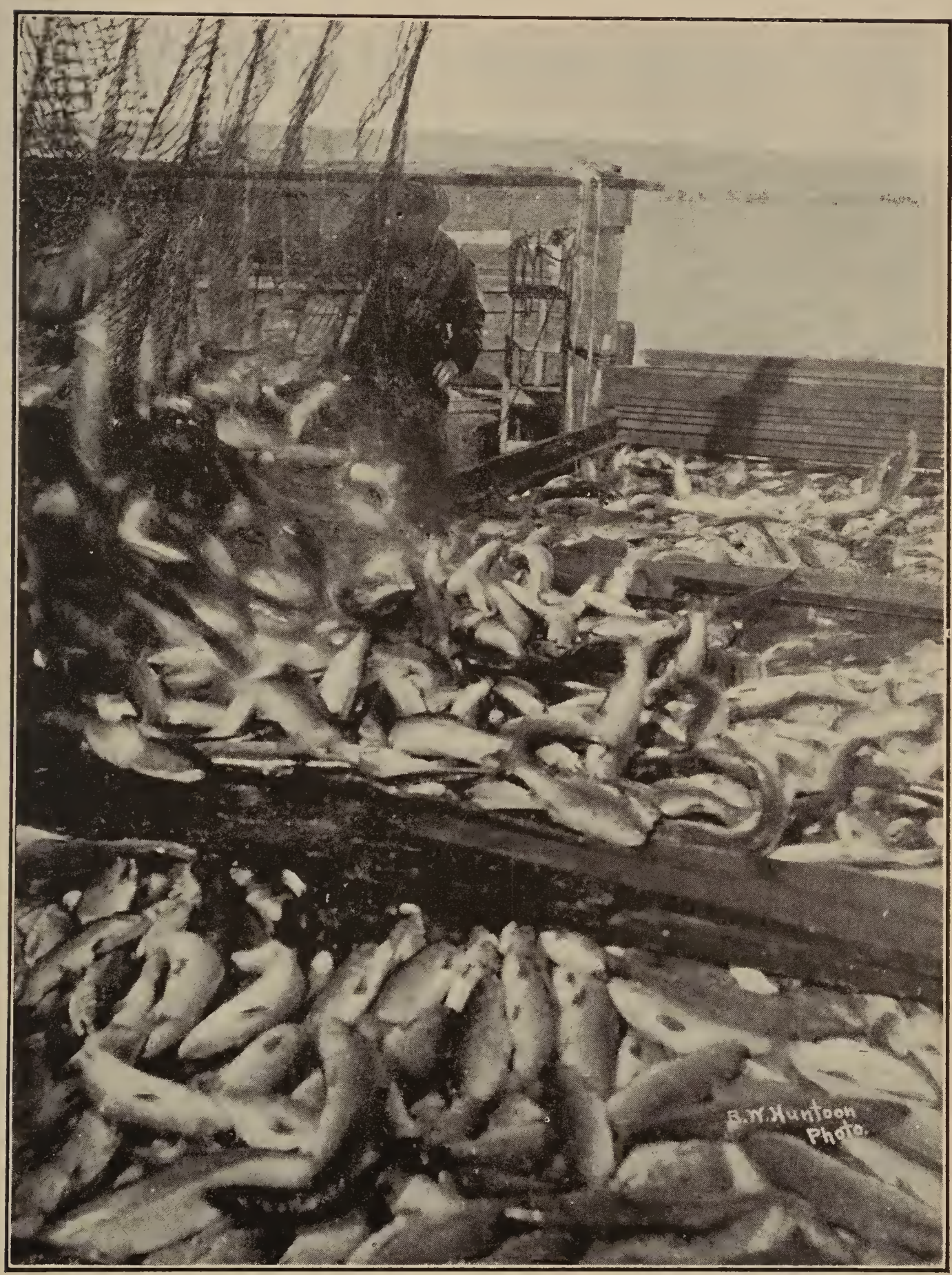
In addition to the Puget Sound fisheries, Seattle is the headquarters and base of supplies of the Pacific Packing and Navigation Company, a new company which has recently been organized and which controls the greater part of the salmon packing industry of the States of Washington, Oregon and Alaska.

The value of the product of salmon alone for the year 1901 will exceed $17,000,000.

The distribution of the salmon pack for 1901 is estimated as follows:

District.	Cases.
Alaska	1,650,000
Puget Sound	1,500,000
British Columbia and outside streams	1,000,000
Columbia River	350,000
Total	4,500,000
Pack of 1900	2,994,485
Increase	1,505,515

At present prices the average value of the salmon pack is about $4 per case. A case consists of a certain number of dozens of ¼, ½ or 1 pound cans.



REMOVING SALMON FROM TRAP.

The state has taken up the matter of the propagation of salmon, and now has fourteen hatcheries in operation. The result of this work is noticeable in the phenomenal run of salmon this season, which has been the greatest ever known, and it is believed that by proper management this great industry can be increased from year to year until it becomes one of the most important sources of wealth in the state.

In addition to the salmon, the fisheries produce large quantities of halibut, cod, smelt, herring, oysters, clams, crabs and other salt water fish. The cod fisheries of Bering Sea are growing in importance yearly and their product is cured and marketed here. The products of the sealing and whaling companies also add largely to the value of this industry. Taken altogether, the fisheries may well be considered among our greatest sources of wealth.

Real Estate and Building.

Real Estate.

The real estate market in Seattle for the past four years has been strong and active. There has been a steady rise in value and very little tendency towards speculation. The purchasers of real estate have almost invariably acquired either improved property for their own use or vacant property for the purpose of improving it, and the result has been a substantial improvement of the city in every respect, and a corresponding increase in real estate values in all quarters.

The street railway system has been reorganized, and practically rebuilt, within the past two years, and furnishes rapid and convenient transportation to all parts of the city, rendering so many desirable residence districts accessible that the prices of lots have kept within very reasonable limits. The result of this, together with the cheapness of building, is that probably more people own their own homes in Seattle than in any other city in the country.

Building Record.

Nothing shows the extraordinary development of the city with so great certainty as the record of the building operations during the past five years. A large number of substantial business blocks have been erected, together with thousands of residences.

The following table, compiled from the records of the Office of the City Engineer, shows the number, kind and value of the buildings erected:

Year	1897		1898		1899		1900		8 Months 1901	
	No.	Value	No.	Value	No.	Value	No.	Value	No.	Value
Moves and Repairs....	462	$ 53,686	704	$202,105	1173	$ 236,442	1234	$ 279,001	1368	$ 250,793
1-Story Frame.....	89	31,740	256	123,730	389	287,231	828	366,614	1113	417,210
1½-Story Frame.....	19	12,150	62	60,400	125	120,895	306	284,199	317	239,165
2 " "	36	70,755	139	238,135	224	489,750	396	1,050,790	486	1,092,475
3 " "	..	.....	..	.....	3	57,400	3	26,600	11	162,300
4 " "	..	.....	..	.....	..	.....	2	4,000	..	.....
1-Story Iron.....	1	5,000	1	800	5	1,695	14	6,335	7	1,915
1-Story Brick.....	1	4,000	14	22 150	8	72,900	11	68,075	13	31,725
2 " "	..	.....	5	132,000	9	122,500	6	130,000	12	348,318
3 " "	2	28,000	..	.....	4	97,000	12	486,700	13	379,434
4 " "	..	. ....	..	.....	..	.....	4	144,000	4	250,000
5 " "	..	.....	..	.....	1	45,000	2	54,000	..	.....
6 " "	1	65,000	..	.....	..	.....	1	100,000	1	40,000
7 " "	..	.....	1	75,000	..	.....	1	50,000	..	.....
Foundations.....	.	.....	15	15,125	16	32,993	15	8,060	53	41,425
Docks.	3	6,800	1	15,000	..	..	6	81,560	8	128,050
Miscellaneous.....	2	84,000	1	22,000	8	6,260	119	122,788	245	278,434
Totals....	616	$361,131	1197	$906,445	1965	$1,570,066	2960	$3,262,722	3651	$3,661,244

Among the public buildings under construction, and for which provision is being made, are the following:

Federal building (Postoffice, U. S. Court, etc.).....	$ 750,000
Public Library building	200,000
High School building	200,000
State University buildings	120,000
Public School buildings	275,000
Total	$1,545,000

Photo by A. B. Wilse, Seattle

MT. RAINIER, HEIGHT 14,526 FEET.

Puget Sound Climate.

Everyone who seeks a new home in Seattle asks the question: What is the climate of the city? In order to answer this question fully and satisfactorily the records of the Weather Bureau at this point, for the past ten years have been carefully examined, and with the assistance of Mr. George N. Salisbury, Section Director, the following facts have been ascertained:

The mean temperature for the ten years was 51.5 degrees. The highest temperature recorded was 94 degrees, June 29, 1892, the lowest 3 degrees above zero, Jan. 31, 1893. The only years in which the temperature has gone below 20 degrees above zero, were 1893 and 1899, and in 1899 the lowest temperature was 12 degrees above zero. The average temperature during the summer months is about 59 degrees, and during the winter months about 44 degrees.

With reference to the rainfall there are two seasons in Western Washington, the rainy season (November to April inclusive), and the dry season (May to October inclusive). The average annual rainfall including melted snow, at Seattle is 37.25 inches, of which 27.45 inches falls in the rainy season and 9.80 in the dry season. There is precipitation to the amount of .01 of an inch or more on an average of 158 days in the year and no rainfall on an average 207 days each year. By months the average number of days with precipitation is as follows: January 18, February 19, March 16, April 16, May 12, June 10, July 5, August 3, September 10, October 11, November 18 and December 20.

The snowfall is comparatively light, and seldom lies on the ground more than a day or two. The heaviest snowfall recorded was 50.8 inches in 1893 and the least 4 inches in 1900. The average snowfall observed is 21.1 inches per annum.

The prevailing direction of the wind is from the south during the rainy season, and from the north during the dry season, with an average velocity of 5½ miles per hour. The highest velocity ever observed was 42 miles, on April 9, 1895.

The year 1900 was a fair example of the ordinary climate of Seattle, and to show the weather conditions in detail we have prepared tables of the daily maximum and minimum temperatures, and the daily precipitation as follows:

SEATTLE, WASHINGTON
Maximum and Minimum Temperature for the Year 1900.

DAY	Jan.	Feb.	Mar.	Apr.	May	June	Juiy	Aug.	S'pt.	Oct.	Nov.	Dec.
	54	53	52	70	65	73	65	72	72	52	51	52
1	44	41	35	49	53	49	53	59	56	41	46	47
	46	48	58	56	70	76	68	71	77	61	54	49
2	39	42	32	46	47	48	55	57	52	43	46	45
	45	54	51	58	74	75	69	71	72	63	52	54
3	40	45	41	48	48	48	55	53	54	45	43	47
	44	49	50	59	67	62	67	73	65	60	50	56
4	35	39	40	45	53	56	54	51	54	44	36	53
	50	50	52	58	63	63	65	69	64	58	50	62
5	39	38	36	49	53	54	52	54	56	47	36	52
	50	50	50	60	61	64	70	67	74	56	57	58
6	41	40	41	44	49	51	52	55	51	43	38	51
	55	42	51	44	65	68	75	71	73	64	51	52
7	44	33	43	35	51	49	52	54	55	43	41	45
	49	47	51	51	67	66	67	71	66	67	55	48
8	43	35	44	35	51	50	54	51	58	45	45	41
	46	47	60	55	58	72	72	71	65	68	55	42
9	41	42	46	35	52	48	55	58	56	44	38	39
	51	52	62	69	64	78	73	74	70	58	61	42
10	43	45	52	38	52	50	53	54	53	50	39	37
	50	46	60	61	61	79	68	67	79	55	56	49
11	43	37	49	51	51	52	57	55	55	44	37	35
	55	42	55	55	58	86	69	71	79	52	59	48
12	44	30	44	47	46	53	56	56	54	43	45	40
	51	39	62	57	62	84	73	78	63	57	56	52
13	43	39	41	46	51	57	54	54	55	45	40	44
	50	34	68	56	63	73	75	83	62	62	48	53
14	42	25	40	46	47	59	53	55	50	55	40	46
	44	32	72	60	68	62	78	70	69	68	57	52
15	32	22	41	41	49	57	53	58	52	49	43	46
	54	34	67	68	61	63	73	71	58	56	58	52
16	44	24	42	45	47	54	56	54	50	49	48	45
	60	40	67	71	64	68	74	66	63	72	50	50
17	50	32	38	45	48	56	55	55	51	52	35	44
	53	46	53	57	68	66	77	68	64	60	35	51
18	47	37	48	46	48	56	55	56	46	52	27	44
	50	48	54	54	66	68	82	78	58	56	31	56
19	40	40	48	42	50	59	56	55	47	50	25	47
	45	53	58	60	65	66	84	79	63	56	31	55
20	31	43	47	46	46	62	59	56	54	49	25	49
	49	55	56	54	60	65	82	68	63	62	35	50
21	34	45	43	41	53	55	58	59	56	54	21	44
	52	52	55	56	60	68	84	70	66	54	43	46
22	45	45	45	41	46	54	58	58	56	46	35	37
	49	52	51	61	62	75	76	63	63	50	49	48
23	36	40	44	45	46	53	57	58	49	42	39	41
	42	55	55	54	61	72	74	66	64	49	49	51
24	35	43	42	40	48	56	60	58	49	42	42	43
	45	49	53	51	57	69	72	65	64	55	56	49
25	33	39	47	39	48	54	61	53	43	45	48	42
	45	47	47	55	55	72	71	67	64	55	50	47
26	32	38	42	39	46	56	59	50	42	43	42	44
	47	49	53	63	59	77	77	67	66	53	42	47
27	33	37	41	39	39	55	60	53	43	41	35	38
	46	54	58	70	63	69	79	70	63	53	48	44
28	22	43	36	46	44	58	56	49	49	45	35	31
	41	..	59	76	67	62	78	73	59	54	53	44
29	31	..	44	49	46	52	56	49	52	43	46	35
	48	..	58	81	67	63	83	72	57	52	54	39
30	35	..	44	49	52	51	55	54	45	45	50	30
	44	..	75	..	68	..	80	68	..	53	..	38
31	32	..	44	..	45	..	58	58	..	47	..	27

SEATTLE, WASHINGTON

Daily Precipitation in Inches and Hundredths

For the Year 1900.

Day	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	S'pt.	Oct.	Nov.	Dec.
1	08	.00	T	.00	.00	.00	.01	T	.00	T	.10	.00
2	.39	.73	.00	.27	.00	.00	.06	.00	.00	.00	.44	.33
3	.10	.08	.11	T	00	.00	.00	.00	.00	.00	.00	.34
4	.15	.00	.09	.00	.07	.06	.23	.00	.00	.00	.00	.11
5	.27	.01	.09	.04	.17	.13	.07	T	T	.02	.00	.10
6	.29	T	.32	.72	.01	.00	.26	.03	.00	T	-00	T
7	.11	.00	.91	.22	.49	.00	.00	T	.00	T	.00	.00
8	.04	.29	.08	.02	.54	.02	.00	.00	.00	.00	.01	.00
9	.20	.11	.99	.00	.32	.00	.00	.00	T	.04	.00	.00
10	.03	.02	.30	.00	.05	.00	.00	.00	.00	.01	.00	.00
11	.14	.12	.70	T	.11	.00	.02	.00	.00	.00	.00	.00
12	.39	.00	.00	05	.14	.00	.01	T	.00	.00	.00	.23
13	.04	.00	.00	.03	T	.00	.00	.00	.00	.06	.00	32
14	.02	.03	.00	T	.00	.00	.00	.00	.03	02	.00	.93
15	.11	T	.00	.00	T	T	.00	T	.20	.00	.14	.55
16	.13	.08	.00	.00	.20	.20	.00	T	.00	.00	.25	.97
17	.00	.89	.00	.00	.00	01	.00	.00	.00	T	.43	.05
18	.03	.19	00	T	.00	.05	.00	.05	.00	.45	.35	.09
19	T	.30	.02	T	T	.66	.00	.00	.07	1.02	.03	.26
20	T	.10	T	T	.00	.59	.00	.00	.01	.12	.00	2.00
21	.00	.72	.02	T	.05	.43	.00	.00	.00	.19	.00	.37
22	.07	.11	.19	.14	.08	.09	.00	.00	.38	.14	T	T
23	.35	.05	T	.00	.05	.00	.00	.14	T	.63	.12	.03
24	.09	03	T	.00	T	.10	T	.08	.00	.21	.46	.27
25	.00	.00	.38	.06	1.13	T	.00	T	.00	.37	.88	.04
26	.00	T	.04	00	.30	T	T	T	.00	.01	.00	.02
27	.00	.01	T	.00	.02	.00	.00	T	.00	.19	.00	.00
28	.00	.48	.00	.00	.00	.00	.00	.00	.00	.05	.21	.00
29	.00	..	.21	00	.00	.07	.00	.00	.00	.35	.08	.20
30	.00	..	T	.00	T	.10	.00	.00	.03	.24	.30	.00
31	.00	..	.00	.00	.00	...	T	.00	.	.04	..	.00
Totals.....	3.01	4.35	4.45	1.55	3.73	2.51	0.66	0.30	0.72	4.16	3.80	7.21

"T" means trace, indicating a rainfall of less than .01 of an inch. The total rainfall for the year was 36.48 inches.

Farms and Gardens.

Western Washington offers splendid opportunities to those who wish to go into the business of dairying, stock raising, gardening, fruit raising or similar enterprises, while Eastern Washington offers great inducements to the grain, fruit and stock raiser. The irrigated lands of the central portion of the state are unexcelled in productive power, and the wheat lands of Eastern Oregon, which need no irrigation, produce more bushels per acre, of the highest quality of wheat, than any lands in the world. The wheat crop of the state will exceed 30,000,000 of bushels in 1901.

Space will not permit of detailed description of our farming interests, but the Seattle Chamber of Commerce will endeavor to answer all inquiries upon request.

The Future of Seattle.

Forty-five years ago Chicago was a city of less importance than Seattle is today. In 1850 the population was 29,963, which increased to 112,170 in 1860, to 298,974 in 1870, to 503,185 in 1880, to 1,099,850 in 1890, and to 1,698,775 in 1900.

Commerce and manufacturing made Chicago, and they will make Seattle. We have briefly outlined the extent and possibilities of our commerce and our manufacturing resources. The manufacture of iron is just in its infancy, but the day is not far distant when we will be making rails for our western railroads and those of the Orient, agricultural implements for our own use and for the peasantry of Russia and Siberia, mill machinery for our lumber industry and steel vessels for our future commerce.

For the purpose of showing the rapid development of Seattle during the past five years we have compiled the statistics shown in the following pages from official records. The Trade Register and the Pacific Lumber Trade Journal copyrighted articles; the records of the Seattle Chamber of Commerce and other reliable sources. The statistics tell their own story and make a remarkable showing.

SEATTLE CHAMBER OF COMMERCE.

September 30, 1901.

Seattle Statistics.

Population, U. S. Census.

1870	1,107
1880	3,533
1890	42,847
1900	80,671

School Census—5 to 21 Years.

1896	10,019
1897	10,279
1898	11,625
1899	13,001
1900	14,507
1901	17,334

Names in City Directory.

1897	24,500
1898	28,737
1899	30,757
1900	37,354
1901	47,142

Public School Attendance.

1896	6,973
1897	7,361
1898	8,655
1899	9,597
1900	10,743

Postoffice Receipts.

1896	$ 82,549
1897	95,273
1898	134,139
1899	137,807
1900	186,762

Internal Revenue Collections.

1896	$ 97,997
1897	102,396
1898	145,375
1899	294,168
1900	379,678

Custom House Receipts.

1897	$ 61,611
1898	111,903
1899	153,826
1900	281,545

Assay Office Receipts.

1898	$ 5,550,032
1899	12,823,635
1900	22,038,775

Bank Deposits.

1896	$ 2,710,371
1897	4,652,168
1898	7,048,327
1899	12,357,704
1900	17,401,450
1901	19,673,941

Bank Clearings.

1896	$ 28,157,065
1897	36,045,228
1898	68,443,636
1899	103,327,621
1900	130,417,835

Wheat Exports

1896, bushels	603,100
1897, bushels	928,166
1898, bushels	1,220,200
1899, bushels	515,777
1900, bushels	915,157

Flour Exports.

1896, barrels	92,000
1897, barrels	101,110
1898, barrels	284,054
1899, barrels	308,542
1900, barrels	422,474

Beer Exports.

1895	$ 11,662
1896	35,784
1897	53,038
1898	58,059
1899	96,342
1900	172,000

Coal Shipments.

1896, tons	194,282
1897, tons	281,513
1898, tons	381,448
1899, tons	441,948
1900, tons	478,562

Lumber Shipments.

1896, feet	24,274,000
1897, feet	34,933,000

1898, feet	36,605,000
1899, feet	37,100,000
1900, feet	32,757,000

Cotton Exports.

1897, bales	19,160
1898, bales	38,752
1899, bales	44,467
1900, bales	35,946

Exports to Japan.

1896	$ 402,335
1897	2,309,247
1898	2,577,166
1899	2,672,707
1900	4,019,993

Merchandise Sent Foreign.

1896	$1,816,577
1897	2,811,009
1898	3,911,414
1899	4,481,429
1900	6,954,749

Foreign Imports.

1896	$ 395,239
1897	1,124,553
1898	2,409,768
1899	6,812,146
1900	4,571,531

Foreign Tonnage.

1897	270,028
1898	642,668
1899	592,722
1900	846,671

Telephones in Use.

1896, Dec. 31st	1,105
1897, Dec. 31st	1,478
1898, Dec. 31st	2,387
1899, Dec. 31st	3,691
1900, Dec. 31st	4,337

Water Revenues.

1896	$114,578
1897	117,333
1898	139,435
1899	162,505
1900	200,474

Building Permits.

1896	$ 201,081
1897	361,131
1898	906,445
1899	1,570,066
1900	3,272,582

Brick Manufactured.

1896	2,000,000
1897	4,000,000
1898	12,500,000
1899	19,000,000
1900	28,500,000

King County Real Estate Sales.

1898	$ 4,866,008
1899	8,163,969
1900	10,164,837

U. S. Census King County.

1860	302
1870	2,120
1880	6,910
1890	63,988
1900	110,053

Children Born in King County.

1896	759
1897	773
1898	903
1899	1,008
1900	1,102

King County Coal Product.

1897, tons	512,411
1898, tons	655,804
1899, tons	796,936
1900, tons	853,295

Washington Coal Product.

1880, tons	145,015
1894, tons	1,131,660
1895, tons	1,163,737
1896, tons	1,202,524
1897, tons	1,330,192
1898, tons	1,775,257
1899, tons	1,917,607
1900, tons	2,418,034

Washington Wheat Product.

1859, bushels	86,219
1869, bushels	217,043
1879, bushels	1,921,322
1889, bushels	6,856,000
1899, bushels	21,710,394
1900, bushels	25,096,661

Puget Sound Statistics.

Wheat Exports.

1872, bushels	44
1880, bushels	1,472
1885, bushels	19,045
1890, bushels	1,735,931
1895, bushels	4,002,015
1899, bushels	4,358,648
1900, bushels	5,126,344

Flour Exports.

1890, barrels	38,167
1892, barrels	103,596
1894, barrels	277,173
1896, barrels	402,489
1898, barrels	515,155
1899, barrels	698,816
1900, barrels	1,194,197

Raw Cotton Exports.

1896, pounds	2,521,259
1897, pounds	9,811,973
1898, pounds	38,836,633
1899, pounds	29,374,190
1900, pounds	56,721,348

Leaf Tobacco Exports.

1894, pounds	7,334
1896, pounds	242,837
1898, pounds	2,585,408
1900, pounds	1,934,963

Lumber Exports

1895, feet	130,287,000
1896, feet	171,080,000
1897, feet	177,651,000
1898, feet	127,686,000
1899, feet	161,057,000
1900, feet	199,799,000

Coal to San Francisco.

1896, tons	384,842
1897, tons	506,380
1898, tons	632,437
1899, tons	627,450
1900, tons	668,642

Foreign Shipping.

1875, tonnage	235,248
1880, tonnage	305,420
1885, tonnage	777,649
1890, tonnage	1,698,224
1895, tonnage	2,023,495
1900, tonnage	2,277,320

Japan Trade.

1890	6,969
1891	52,074
1892	57,852
1893	127,079
1894	238,399
1895	1,037,513
1896	2,863,167
1897	6,987,241
1898	7,157,971
1899	8,052,857

Total Imports.

1896	$ 6,500,104
1897	10,889,227
1898	9,397,336
1899	12,471,515
1900	9,611,878

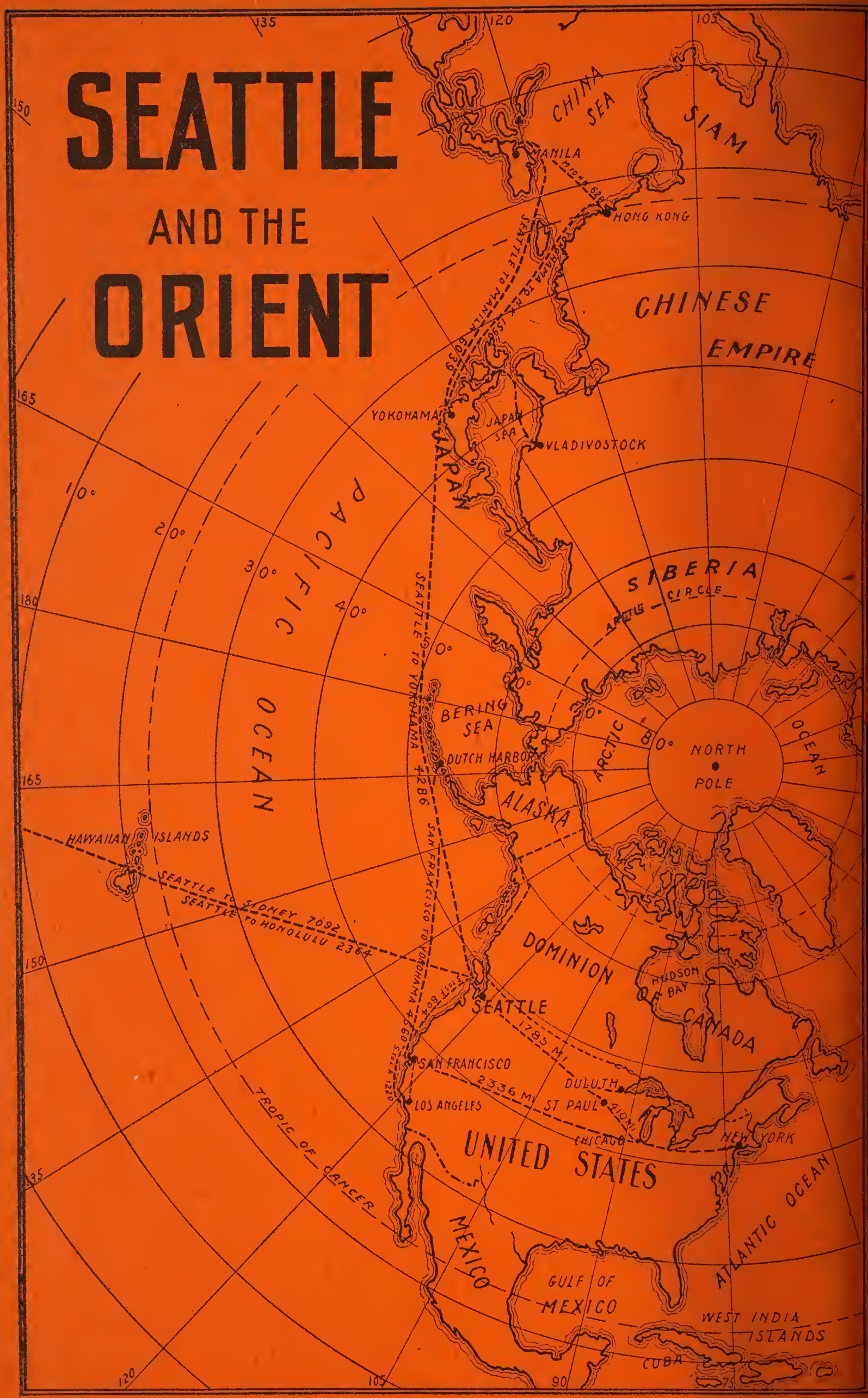
Total Exports.

1896	$10,053,043
1897	13,561,576
1898	16,186,295
1899	15,495,210
1900	20,135,657

DISTANCES IN MILES FROM SEATTLE.

PLACES	By Rail	By Water
Puget Sound Navy Yard		14
Port Blakeley		8
Port Townsend		39
Port Angeles		72
Cape Flattery		129
Victoria		75
Alaska, 54°–40′		600
Juneau		899
Skagway		999
Sitka via Juneau		1059
Dawson via Skagway		1560
Dutch Harbor		1750
St. Michael		2550
Nome		2530
Honolulu		2364
Yokohama		4286
Hongkong		5876
Manila		6039
Liverpool (Cape Horn)		15,390
Snoqualmie Falls	55	
Sumas	125	
Everett	33	32
Mount Vernon	68	68
Whatcom	97	110
New Westminster	145	140
Vancouver	178	140
Wenatchee	173	
Spokane (G. N.)	347	
Duluth	1785	
St. Paul (G. N.)	1822	
Ellensburg	148	
North Yakima	185	
Walla Walla	328	
Tacoma	41	26
Olympia	75	70
Centralia	90	
Chehalis	94	
Vancouver, Wash	198	
Gray's Harbor	136	225
South Bend	152	250
Astoria	206	265
Portland	185	365
San Francisco	957	804
Los Angeles	1250	1220
New York (Cape Horn)	3341	15,540
New Orleans (Cape Horn)	3296	15,572

SEATTLE AND THE ORIENT



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