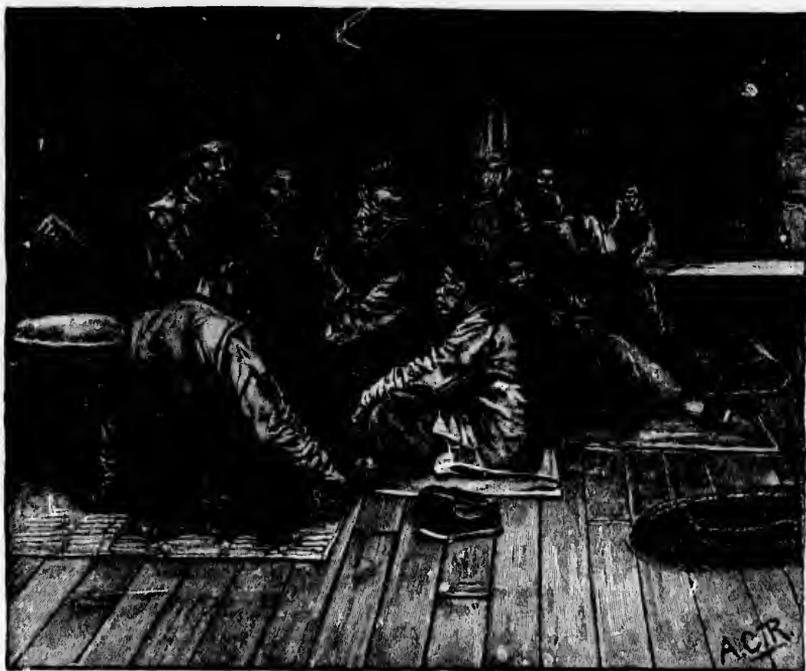


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claimed for agriculture, while Lake Union would be opened for shipping, as before stated. A company, it is reported, has already been formed to do this whenever they can get government aid; or they will do it alone if the commonwealth (this must be after Washington becomes a State) will give them the reclaimed lands. In the latter case there ought to be some public provision to pay for quinine and fever-and-ague physicians.

The third most important interest here is probably ship-building. This is engaged in everywhere, but especially at Seattle, where have been constructed a score of the stern-wheeled steamboats navigating these waters, and many wooden sailing vessels. Local shops are able to furnish any repairs or make ordinary machinery, and the demand in this direction gives a living to a large class of shipwrights, boiler-makers, machinists, and laborers.

Various manufacturing industries requiring less capital than lumber-mills or ship-yards or railways are coming to the surface also. I heard a man stoutly main-

taining that this region would soon become renowned for its success in cotton manufacturing, the humid climate having precisely that quality which is necessary to give the fibre its highest elasticity, and which prevails in England. Rather more feasible is the movement to establish woolen mills for spinning the six or seven hundred thousand fleeces coming annually from the local shearings. A beet-sugar factory is in the air of rumor and expectation; and— But really what is *not* to be done shortly in Seattle?

Yet I must say something about their railway outlook. Of, course they expect to be the terminus of the transcontinental line. "We *must* be," they declare. But in this, like the hope of heaven, they are sharers with all the towns on the sound, from Tacoma to Townsend. A railway already their own is the Puget Sound and Columbia River, now running to Newcastle; when it will ever go further, no one is brave enough to predict. Another pet project with the Seattle citizens, also wholly their own, is the Seattle, Walla Walla, and Baker City Railway—a standard-