

different directions, one connecting the city with that beautiful sheet of water, Lake Washington, on the shores of which there was some discussion as to its being a suitable place to establish the navy yard, if only connected with the Sound by a canal, its waters being deep enough to float the largest ships. However, the scheme was abandoned, and Port Orchard recommended in its place.

Queen Anne Town was reached by the electric railway. The name probably arose from the style of the pretty houses at the end of the line, built after the Queen Anne style.

Seattle, with its deep water and long line of wharves and greater accessibility, seemed more certain of growth and prosperity than any of the other places we visited on the Sound. Soon all signs of the mighty fire will be obliterated, and larger, finer buildings take the place of the old.

Coaling ship took but a short time, the coal being shot down from above through chutes on to the deck by the carload, and busily shoveled into the bunkers. After the water had also been taken aboard we left for Port Townsend, arriving there that evening at dark.

We found the United States steamer *Pinta* there, en route from San Francisco to Sitka, at the latter of which places she is stationed. She had been at Mare Island Navy Yard all summer undergoing repairs. She was at Port Townsend awaiting the *Patterson*, whose pilot for the inside passage they