

rice, after which the scrapings left for late-comers are extremely meagre. John's house here is wholly unnoticeable, but down at Renton the Chinese have built for themselves among the trees a group of small huts, steep-roofed, weather-redened, and long-shingled; have planted narrow gardens on the river-bank, and have set up tiny coops for the beloved ducks and chickens, until they have made as picturesque and foreign a scene as though it were a home village on the Yang-tse-kiang.

The great body of men employed at the Newcastle mines—250 to 300 in number, outside and in—is made up of Welsh, Scotch, English, and Irish—just the same crowd of heedless colliers, physically and morally, that you will see everywhere else under similar circumstances. Common laborers receive \$2 25 a day at the least, and miners are paid \$3 a day in wages, while those who are able to get contracts earn four or five dollars a day; yet out of the whole community only a small number have laid any money by, and all ceaselessly complain of their poverty. The town itself straggles in and out of the great dumps of clay and waste that extend like black spurs from the foot of the mountain, the cottages being grouped upon the rocky, stump-infested, forest-bound hill-side, without an attempt at order or comeliness. Nevertheless, there are churches, two public schools, a music teacher, half a dozen civic societies, and not a saloon in the place—they all being just beyond the company's line, about five hundred yards away.

This coal is of poor quality compared with the bituminous coals of Vancouver or of the southern portion of this Territory, except for use in the stove or grate, where it burns very freely, and with vast heat. It consumes with great rapidity, lasting only two-thirds as long as the Wellington coal, so that, although it is two dollars a ton cheaper, it is less economical. The best result for domestic purposes is got by mixing the two. As a steam-making coal it is extensively used, but it will not coke. Sale is found, nevertheless, for about twenty thousand tons a month, keeping four large screw-steamers busy carrying it from Seattle to San Francisco.

Before the railroad was built the company had a tramway that hauled the small coal cars down to the border of Lake

Washington, an irregular body of water, twenty miles long, which lies behind Seattle. Thence they were run upon a huge barge, and towed to where a portage railway a mile long hauled them over to another fresh-water pond, Lake Union, on which they were towed within a couple of miles of the port. There has long been a project under discussion for finding a very different utility for these lakes, which are formed chiefly by the drainage of the surrounding country. Lake Union has a slender outlet into Puget Sound through Salmon Bay, which it is proposed to deepen into a ship-channel admitting the largest vessels. It is proposed, also, to cut the narrow land between Lake Union and Lake Washington, and by means of locks open the larger lake to the lumber ships for a long distance inland. As for Lake Union, its fresh-water would make it an invaluable anchorage for ocean-going ships, especially iron hulls, whose bottoms would thus be rid of the accumulation of barnacles and other marine parasites gathered in a long voyage; and it would be an admirable place for the navy-yard which it is understood the government intends to build somewhere upon Puget Sound. To make these ship-canals and locks, about a million dollars would be required.

There is still another project. Lake Washington empties through a small stream into the Duamish River, and thence into Seattle Bay. The fall is so slight that freshets flow backward from the Cedar, White, and Black rivers (which unite with the Duamish below the lake) instead of outward. This raises the water in the lake, and submerges wide areas otherwise profitable. Those who profess to know say that if a channel were cut through the portage between Lake Washington and Lake Union, a remarkable benefit would follow. The greater lake would drain itself out to the sea through a channel which would widen and deepen until adequate to all requirements, and then no freshet would appreciably affect its level. Relieved of this overflow, the three rivers south of it would be able to dispose of their water in the full season without its backing up. Thousands of acres now frequently under water would thus become permanently dry, and a wide strip of marshy or thinly covered lake margin all the way round—a strip three or four farms wide in many places—would be laid bare and re-