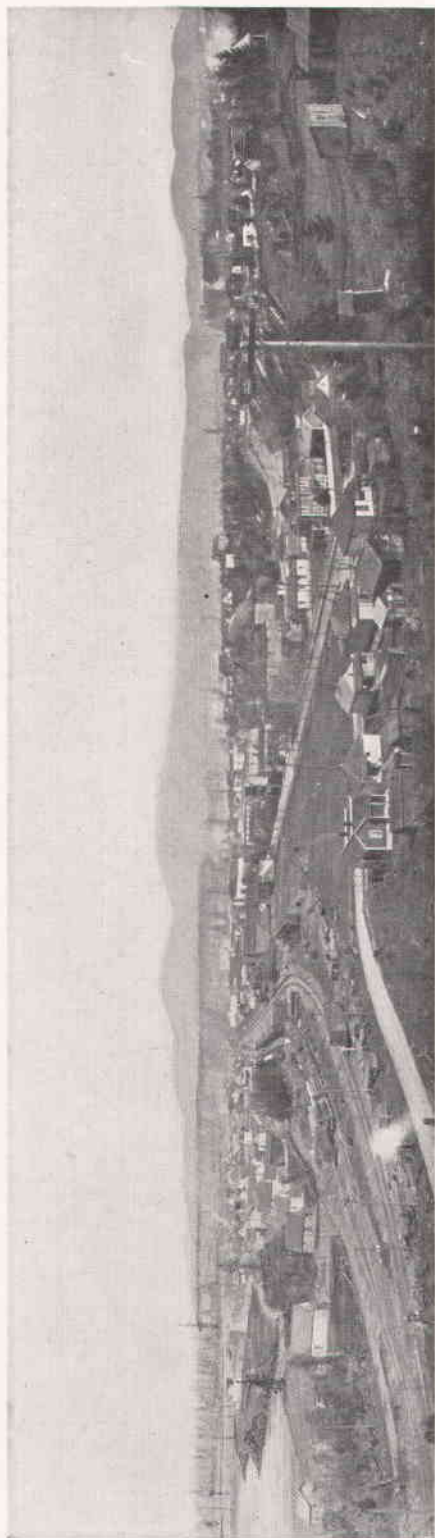


SCENES AT MONROE

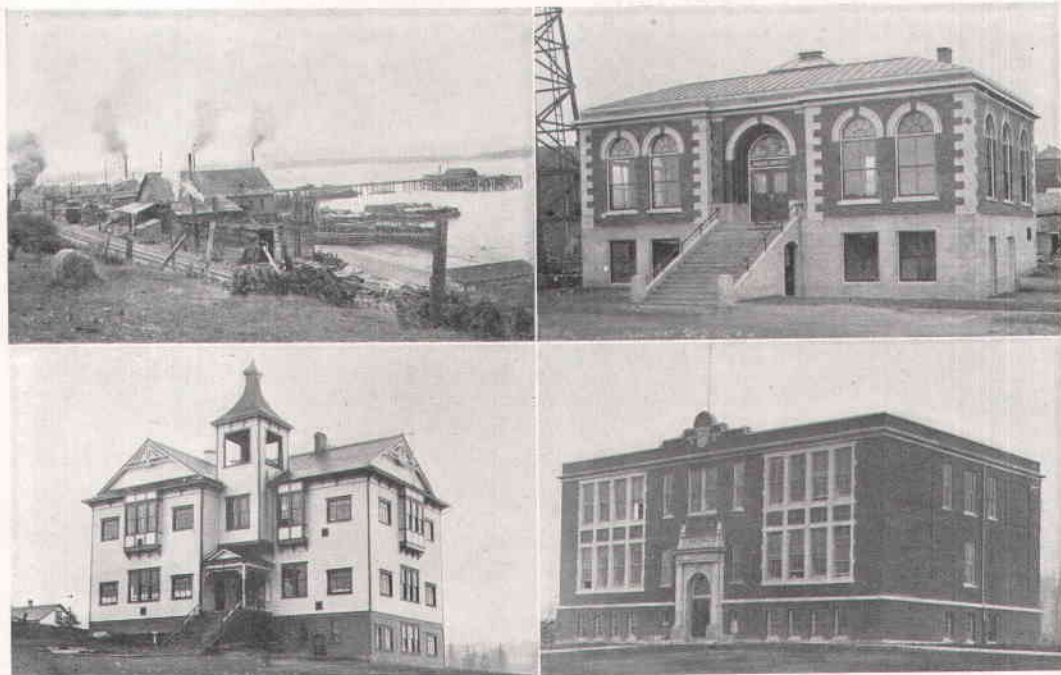
1 A residence street in town. 2 The new High School. 3 A fine Dairy herd and ranch near Monroe. 4 The Monroe Factory of the Pacific Coast Condensed Milk Company.



ARLINGTON, AN IMPORTANT LUMBER AND AGRICULTURAL CENTER

MONROE

Monroe is a growing town of nearly 2,000 people, on the main line of the Great Northern, and upon the new "Milwaukee" line, 12 miles east of Everett. The chief industries of the town and surrounding district are logging, lumbering, shingle manufacturing, dairying, and small fruit growing and general farming. The townsite is high with fine available factory sites, and an immense farming region. The valley of the Snoqualmie River for thirty-five miles southeast of Monroe is one of the most famed farming sections tributary to Puget Sound. Dairying is the present chief pursuit of the ranchers in the Monroe valley. The climate and abundance of sparkling water, makes this an ideal dairy region. Many herds of pure bred cows are making their owners rich for although dairying has been followed here since the days of the earliest settlers, its great advance has been since the building of a large plant of the Pacific Coast Condensed Milk Company, which was secured by the efforts of the Monroe Commercial Club. The lumber industry of Monroe is very important. Five saw mills and six shingle mills are in operation in the vicinity and many logging camps. The town also has a large canning and box factory, a creamery and is the home of the Great Northern Fruit Company, which has the largest berry farm in the state, sixty acres all devoted to berry raising, and shipping hundreds of cases daily during the summer season to eastern points. Other berry farms are also being developed in a way to make Monroe known as a great center for berry raising. Fruit and vegetables are also raised in large quantities for the cannery. The Washington State Reformatory, an institution recently located at Monroe, is expending annually in construction work about a quarter of a million dollars, and will continue to do so far several years to come. It is for young criminals and first term men. The reformatory is to accommodate one thousand inmates and will furnish positions, when completed, for 100 employees. The town has good stores, substantial brick and concrete buildings, telephone, water and electric lighting systems, banks, and a newspaper. The schools are excellent, there are many churches, an opera house, and the town is increasing rapidly.



OBJECTS OF INTEREST AT EDMONDS

1 Shingle Mill Row and Steamboat Pier. 2 The New Public Library. 3 The Grammar School. 4 The New High School.

EDMONDS

Edmonds, a town of 1,200 people, is located on the shore line of the Great Northern Railway, about midway between Seattle and Everett. Many trains from these larger cities stop at Edmonds daily. Steamers plying between Seattle and Everett make stops at Edmonds on every trip several times daily. The gradually rising land which forms the townsite and which is about three miles long and two miles wide, is very rich soil and garden truck here grows prolifically. Most of the land is adapted to the culture of berries of all kinds. On the waterfront are mills and factories. Edmonds is admirably located for the successful operating of manufacturing industries. The chief industries now carried on are shingle mills, lumber mills, box and excelsior factories. In the city itself are business concerns of every variety; a strong state bank, real estate offices and general stores. There are good weekly newspapers, telephone and electric lighting systems, a gravity water system, which water system is also used for fire protection. There are four churches in Edmonds and a handsome new, modern high school,

a Carnegie Library, and the fraternal orders are also well represented. The town is admirably situated on the Sound shore, is gaining in numbers and is sure of a substantial and continuous growth.

ARLINGTON

At the confluence of the north and south forks of the Stillaguamish River, in the center of one of the rich timber and agricultural districts of Snohomish County, is Arlington, 60 miles from Seattle and 30 from Everett, with good graveled wagon roads to all parts of the county. Arlington has excellent schools, four churches and a population of 1,500. It has electric light and water systems, a weekly newspaper and other modern public utilities. It is the junction point for the Northern Pacific and its Darrington branch. It has many saw and shingle mills, and logging and bolt camps, and is an important base of supplies for loggers, miners and ranchers for a large and prosperous district of mountain and river country.

STANWOOD

In the heart of the beautiful and productive Stillaguamish Valley, where its territorial limits are expanded by the fertile tide-



MT. SAUK AND THE SAUK RIVER

Mt. Sauk in Skagit County, is 6,500 feet high, and is a marked feature of the landscape, but because of many greater mountains in Western Washington it is not much spoken of except by people in its locality.

lands of Puget Sound, is Stanwood. The permanent resources of Stanwood are those derived from the soil, as farming and dairying. The famous "Stanwood Flats" are composed of several thousand acres of land reclaimed from the sea by dikes extending many miles along the shore line from Port Susan to the Skagit Delta. The farms on these "flats" produce marvelous crops of hay and grain, yielding from one hundred to one hundred and sixty bushels of oats to the acre and the farmers have become "well-to-do" and there is no wealthier agricultural district in the State of Washington. Stanwood has excellent rail shipping facilities and steamboat connection with all parts of Puget Sound. Large warehouses line the water front, and the facilities for marketing the products are excellent. The town is a model home community.

Sultan has about 600 people, is located in the foothills of the Cascade mountains on the main line of the Great Northern railway. Lumbering, farming and fruit growing for the Seattle markets are the chief industries.

Marysville is a town of about 1,400 people located on the line of the Great Northern Railway a few miles north of Everett.

Logging and the manufacture of shingles and lumber are the chief industries. There is an electric light plant and water is supplied to residents at cheap rates. There are 200 wage earners in the town, with a monthly payroll averaging \$15,000.

Granite Falls is a town of about 750 people located on the Monte Cristo branch of the Northern Pacific Railway. Mining and lumbering interests are both well represented in the town. Saw mills, shingle mills, a lime kiln and stone quarry are also important industries and contributors to the prosperity of the town. There is considerable good agricultural land in the vicinity.

Goldbar is a village of about 300 people located on the main line of the Great Northern Railway, well up toward the foothills of the Cascade Mountains. Lumbering, mining and farming are the chief industries. Berry growing and truck farming are carried on to considerable extent.

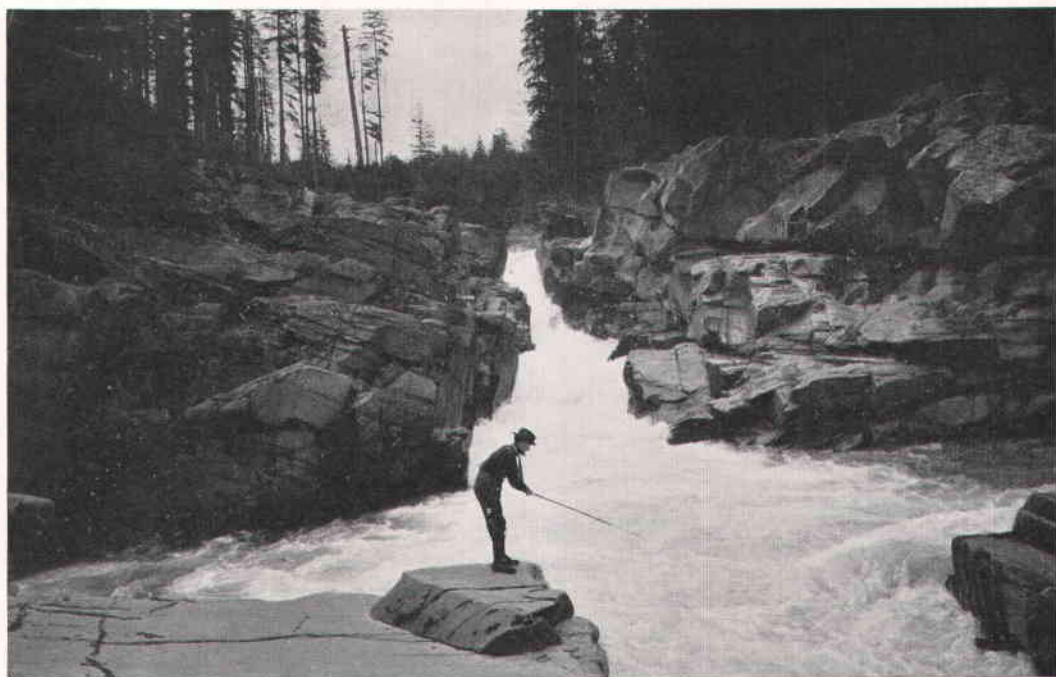
Darrington, a town of 500 people, located on a branch of the Northern Pacific, is in the center of a fine timbered district.

Getchell, Pilchuck, Maltby, Oso and Florence are small towns, mining, lumbering and agriculturing centers.



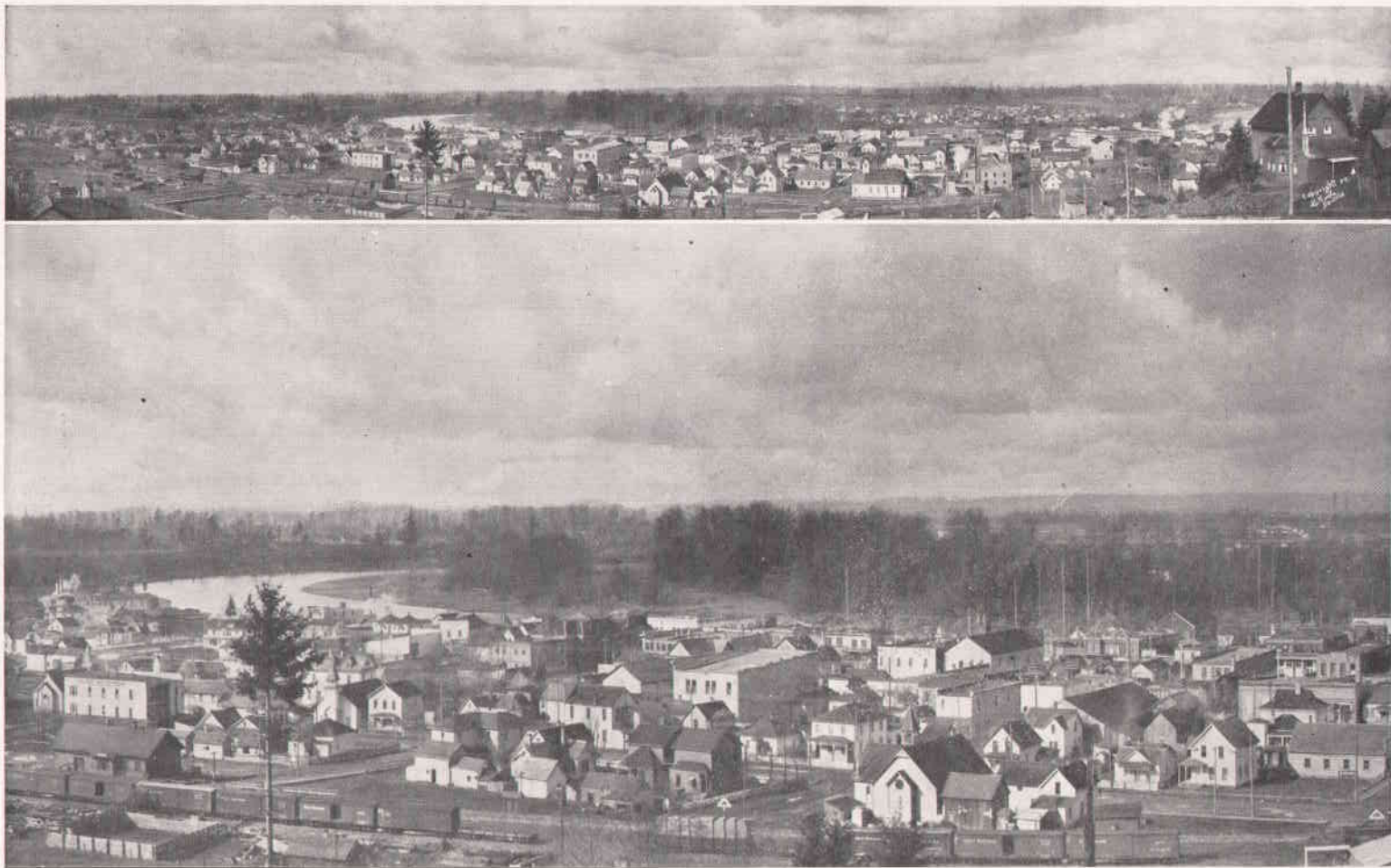
THE CASCADE DIVIDE

Looking south along the divide of the Cascade Range, from a point near Glacier Peak.



HEADWATERS OF THE SKYKOMISH RIVER IN THE CASCADE MOUNTAINS

The Skykomish is a tributary of the Snohomish River, a noble stream watering the entire length of Snohomish Valley.



MOUNT VERNON

Mt. Vernon is a beautiful home town, with handsome well cared for residences, finely paved streets, new and modern business blocks, and has all modern public utilities, such as electric lighting and power service and city water and sewer systems. It is the county seat of Skagit County, and the postal center for a wide circle of free delivery routes. The largest milk cannery in the world is in Mt. Vernon, paying out, annually, \$600,000 to people in the vicinity, with a second milk cannery with two-thirds the capacity of the larger factory. The City is surrounded by fertile fields, giving best of pasturage nearly through the year and yielding enormous hay and oat crops. Located on the Skagit River, the City has water transportation, as well as by railroads and a new electric system. The deposits in the three city banks reflect the prosperity of the community, being more than \$1,000,000.



A SKAGIT COUNTY OAT FIELD NEAR MT. VERNON

CHAPTER SIX.

SKAGIT COUNTY: MT. VERNON, ANACORTES, SEDRO-WOOLLEY, BURLINGTON, CONCRETE, &c.

Skagit: Name of a local Indian tribe.

Skagit County stretches from Rosario straits to the Cascades—about 100 miles, and 24 miles north and south. Its area is 1,800 square miles, with a population about 30,000. It is a county of great diversities in climate, topography and resources. The Skagit River and its branches drain nearly the entire county from the mountains to the salt water. Its deltas are great flat fields of wonderful fertility. Its valleys also, where cleared of forests, are very rich alluvial lands. Its upper lands carry great forests and are full of hidden treasures. Its resources are its forests and minerals, agricultural products

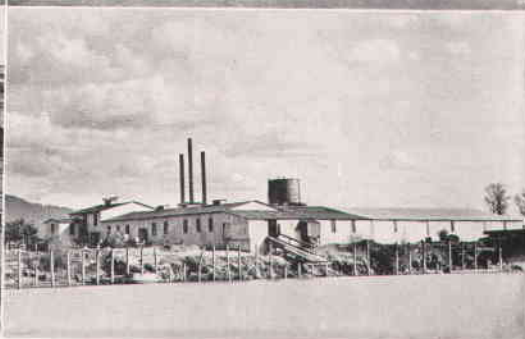
and fisheries. Its great cereal crop is of oats; hops, fruits, hay and barley follow in the order named in importance, while the products of the dairy are rapidly multiplying. Its minerals include the precious metals, iron, lead, coal, marble, limestone, granite, sandstone, etc. Aside from its water transportation, two railways cross its westerly end and send a branch line through the valley of the Skagit River well towards the mountains and to the salt water at Anacortes. Electric lines are also entering and traversing the county.

MOUNT VERNON

In the "Beautiful and Bountiful" Valley of the Skagit.

Mt. Vernon is the county seat of Skagit County. It is situated on the Skagit, the largest navigable river in Western Washington, at a point ten miles from sea, in the western part of the county. The city has excellent transportation facilities. It is on the coast line of the Great Northern Railway, 69 miles north of Seattle and midway between Everett and Bellingham. It has regular steamer service with Seattle and Tacoma. It has one of the finest road systems in the country, and is a division

point of the new interurban system traversing the county. The rapid growth in the recent past, and its present solid prosperity, comes from its being the most important center in the great productive territory known as the "Skagit Flats," which extend thirty miles along the river, with a varying width of five to ten miles. This section produces annually a million and a half bushels of oats and barley, 30,000 tons of hay, sustains 10,000 cows and grows a wealth of apples, pears, plums, cherries and



SCENES ABOUT MT. VERNON

- 1 The Steamer Dock with a glimpse of the Skagit River. 2 The City High School. 3 Portion of First Street. 4 The Mt. Vernon Cream Company's Milk Cannery.

berries of every description. In the delta section Skagit county has reclaimed 42,000 acres by a system of dikes and drainage districts, a section which is nowhere surpassed for great crops. The lumber interests were among the first causes to bring inhabitants to Mt. Vernon, and the city shares in the great industry today, having a number of saw and shingle mills. Mt. Vernon is one of the principal dairy markets in the state, with two large milk condensers which pay the dairymen of Skagit county an average of \$80,000 per month for

milk. Among other industries are a fruit cannery, machine shops, sash and box factory and a number of other small enterprises. The city has a fine public school system, a dozen religious societies, many fraternal bodies, and a progressive Commercial Club. The county has here a fine brick court house, and there are many solid brick and cement business structures; three solid banks, two progressive newspapers, many fine modern homes, a modern sewer system, a gravity water system, and well paved streets.



PACIFIC COAST CONDENSED MILK COMPANY PLANT, MT. VERNON



CLEARING LOGGED-OFF LAND IN SKAGIT COUNTY—A TYPICAL STUMP PILE

Many of these piles are sixty feet high, the stumps being hoisted, by team or donkey engine, with cables attached to a central tree or pole. After drying for several months, the torch being put to them, they make magnificent bonfires.



THRESHING 140 BUSHELS OF OATS TO THE ACRE—SCENES NEAR MT. VERNON

The upper view shows a number of neighboring farm teams co-operating in getting the harvest from the field to the threshing machine. The lower view is of the thresher at work, separating the grain and stacking the straw.

**INDIAN CANOE RACE, ANACORTES**

At this trial of speed and endurance the five crews represented the Tulalip, Cowichan, Swinomish, Lummi and a British Columbian tribe. The great speed attained was astonishing to on-lookers.

**THE RUSSIA CEMENT COMPANY'S PLANT AT ANACORTES**

A model manufacturing plant, the product being builders' glue, wool sizing, fish oils and fertilizers. It uses fish wastes in summer, and low grades of fish, such as dogfish, skates and sharks, turning them into useful merchandise.



ANACORTES, SKAGIT COUNTY
"The Gloucester of the Pacific."

1 Canneries along the water front. 2 View of the city from Cap Santa, showing Guemes, Cypress and Blakeley Islands across Anacortes Harbor, with Fidalgo Bay in the foreground. 3 A section of the Lumber Mill District.



A MODEL MANUFACTORY—THE DAY LUMBER COMPANY AT BIG LAKE, SKAGIT COUNTY

The view shows a town of a class common to Western Washington; an entire isolated village with its industries maintained by one company. Big Lake is situated among the forested valleys of Skagit County, and Mt. Baker, away in Whatcom County, may be seen in the distance.

ANACORTES

Anacortes, with about 4250 inhabitants, is the largest town and principal sea port of Skagit county, situated on Fidalgo Island, on its northwestern shore. It is a growing city devoted chiefly to lumbering and fishing. It is admirably located for the latter industry, vast quantities of salmon being captured in the nearby waters and halibut and cod being brought in from the banks further north and salted, dried, canned or kept in cold storage here until put upon the market elsewhere. The city has a long, deep water front protected from severe storms by the islands lying north and west of it, and making practically a land-locked harbor. The city has fish canneries, drying and salting plants, a fertilizer and oil factory, cold storage plants, saw mills and shingle mills. It is an important stopping point for Sound steamers, while from its docks smaller craft go to and from the other islands of the Sound and Straits. It has a good system of water, is lighted by electricity, has banks, schools and churches. Its streets are broad, laid at right angles and were surveyed to accommodate a large number of inhabitants, which the city is destined to have. Its docks are always interesting with fishermen and their craft seen about the shores and inlets.

LA CONNER

La Conner is a town having a population of about 1,000 people and is located in the center of the hay and oats producing districts of the state. The Swinomish flats which are tributary to the town are noted for their tremendous yields of the above products. The location of the town on tide water at the mouth of the Skagit River gives it excellent transportation advantages, regular steamer service being maintained between La Conner and other ports of Puget Sound. The town is lighted by electricity and is well supplied with business houses, schools, churches, etc. It is a prosperous community.

BURLINGTON

Burlington, located on the line of the Great Northern Railroad, is rapidly increasing in business and inhabitants. It is a railroad center for Skagit County, and the Skagit County Fair is annually held at this place on account of its central location, coupled with the enterprise of its citizens. There are about 1,500 people in the city. The new electric line between Bellingham, Mt. Vernon and Sedro-Woolley passes



BIRDSEYE VIEW OF BURLINGTON, SKAGIT COUNTY



VIEW SHOWING BURLINGTON AS A RAILROAD CENTER

Burlington is a rapidly growing railroad center, where may be seen four trains leaving her depot simultaneously, going north, south, east and west, daily. The electric line to Bellingham also passes through the town. Burlington is in the midst of a fine agricultural region, for which it is the commercial and supply point.



SEDRO-WOOLLEY AND THE SKAGIT RIVER

A scenic gem showing how the city lies in the Skagit Valley, bordering upon the river.
Photo copyrighted by F. LaRoche.

through the city, giving frequent connection with those towns. It is also an important center for ranchers and fruit growers. There are four churches, a well maintained school system, public library, electric lighting plant, and a weekly newspaper.

SEDRO-WOOLLEY

Sedro-Woolley is one of the important towns of the Northwest. It is the nearest large community to the region reaching up to the mountains via the Skagit Valley, and is the financial and commercial headquarters for all that great territory. It is located at the intersection of two railroads, and the Skagit River flows by the town on its course to the Sound. The latest transportation development is the electric line connecting Sedro-Woolley with Mt. Vernon, Burlington and Bellingham. There are 4,000 people in Sedro-Woolley precinct, and 2,500 in the city proper. The lumber interests of the city are exceedingly important, with dairying coming to be a principal fac-

tor in its development of the surrounding country, in addition to general farming. Berry culture is destined to have a large place among the crops of the region. The city is built up with new and substantial business blocks, has fine streets and very attractive residence sections, with magnificent mountain scenery ever present. The city has excellent water and electric light systems. The schools are noted for their excellence, and a number of religious denominations are represented in the town. Skagit county ranks among the first on Puget Sound in amount and quality of standing timber, ninety per cent. of which is tributary to Sedro-Woolley, which fact reveals the source of the city's prosperous growth.

CONCRETE

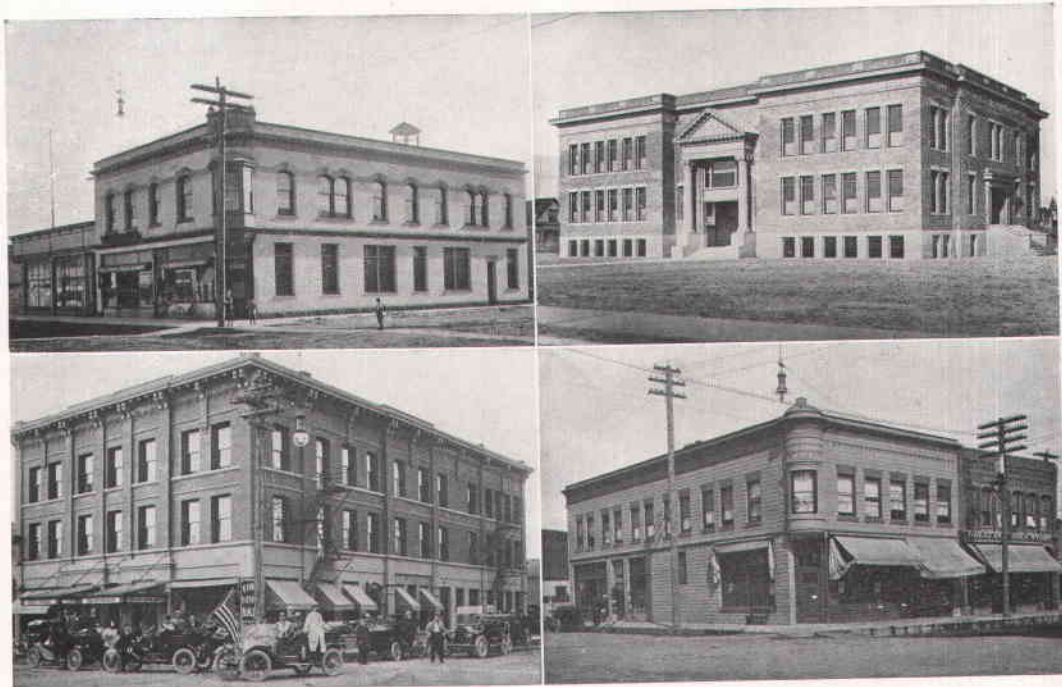
Concrete is a city set upon a hill, with busy mills set in the valleys at her feet, which keep her people busy. All about the town are other greater hills with swift run-



THE OLD AND THE NEW WAYS OVER THE SKAGIT RIVER AT SEDRO-WOOLLEY

The old ferry.

The new bridge.



RECENT BUILDINGS IN SEDRO-WOOLLEY

1 Bingham-Holland Block. 2 High School. 3 Wixson House. 4 Seidel Block. The new and principal business portion of Sedro-Woolley is built up with substantial brick structures.



WATER MAIN OVER THE SKAGIT RIVER AT SEDRO-WOOLLEY

The water supply for the city of Sedro-Woolley is brought over the Skagit River by a 12-inch pipe, supported by a trestle with 4-1-4 inch cables and 2x6 cross pieces, which is 636 feet long between supports. The water is brought from Nook-a-Champs, a mountain stream six miles distant.



A MODEL MANUFACTORY—WORKS OF THE WASHINGTON CEMENT COMPANY AT CONCRETE,

This company with one other cement works nearby, caused a city to grow where none had been before.

ning rivers cutting through them, giving a variety of beautiful scenery, for the town lies well up to the foothills of the mountains. There is already a public library, a church, a bank, weekly paper and modern electric systems for light, telephone, etc. The city has something over 1300 inhabitants.

Hamilton is an incorporated town of about 500 people at the head of navigation on the Skagit River and also on a branch of the Great Northern Railway. It is in a heavily timbered country and at the beginning of the mineral belt of the county. The people are engaged chiefly in lumbering, mining and agriculture. Many locations for iron, coal, asbestos and gold and silver and other metals have been made, and prospecting and mining are given attention.

Lyman, ten miles east of Sedro-Woolley on the Rockport branch of the Great Northern Railroad, is a lumber manufacturing town with 500 inhabitants, having several good stores, two churches, a newspaper, and is near to cheap lands and is a growing agricultural district.

Bay View is a village located on the Puget Sound shore line and three miles distant

from the Great Northern railway, the town of Whitney being the nearest railroad point. It is a milling and farming center and south of the village is a flat district highly improved and extremely productive.

Minkler is a milling center having access to the Great Northern Railway for transportation of its products. The surrounding valley has exceptionally good soil while nearby is an immense stand of cedar, fir and hemlock of the finest quality. Belleville is a postoffice and small railroad station located on the line of the Great Northern Railway. Prairie is a small village located in the northwestern portion of the county and on the line of the Northern Pacific Railway. It is in the center of a farming and dairying community and there is a large timbered district in the vicinity. There are several shingle mills nearby. Fir is a small community located on the shore line of the Great Northern Railway. It is in the center of a fine agricultural district noted for its production of oats and hay. Birdsvew is a shipping point for timber and farming products, having transportation facilities both by rail and water.



The Bartlett Herd of Thorough-bred Angora Goats at Startup, Snohomish County.



LA CONNER, AT LOWER EXTREMITY OF THE SKAGIT VALLEY

LaConner, at the mouth of the Skagit River, is the shipping point for an exceedingly prosperous farming community, and center of a great hay and oats producing district.



CONCRETE, AT UPPER EXTREMITY OF THE SKAGIT VALLEY

Concrete is a manufacturing town of but a few years growth, situated among the mountains of the upper Skagit Valley, at the confluence of the Baker and Skagit rivers. The manufacture of cement from the quarries and clay from the surrounding hills has caused the development of Concrete.



THE CENTRAL PART OF THE CITY OF BELLINGHAM

Bellingham for a time consisted of a number of small towns lying near together bordering upon Bellingham Bay. The tracts between these towns having filled up they were finally consolidated in 1904, under the present name, from Bellingham Bay, which in turn was named by Vancouver, the discover, in 1792, in honor of Sir William Bellingham, then chancellor of the English navy. Since the consolidation the city has continued its wonderful development, becoming a beautiful municipality, with recent indications of immediate forward strides industrially and as a railroad center.



THE BAKER RIVER COUNTRY

The view is from a photograph looking from the mountains in Skagit County into Whatcom County, showing Baker River, Mt. Baker and far to the right, Mt. Shuksan.

CHAPTER SEVEN.

WHATCOM COUNTY: BELLINGHAM, BLAINE, SUMAS, &c.

Whatcom—An Indian word meaning "noisy water."

Whatcom County lies on the boundary of British Columbia, stretching from the Straits of Georgia to the peaks of the Cascade Mountains—24 miles wide and 100 miles long. The eastern half or more of the county is included in the national forest reserve, with Mount Baker, 10,827 feet high, in the center of the county. It is one of the important counties on tide water, and has an area of 2,226 square miles and a population of about 50,000. The climate is mild and healthful. There are no severe storms nor sultry heat and no severe cold. It is estimated that the county has three billion feet of standing timber. This is its greatest source of wealth. The western half of the county, outside of lumbering, has a wealth of soil responding

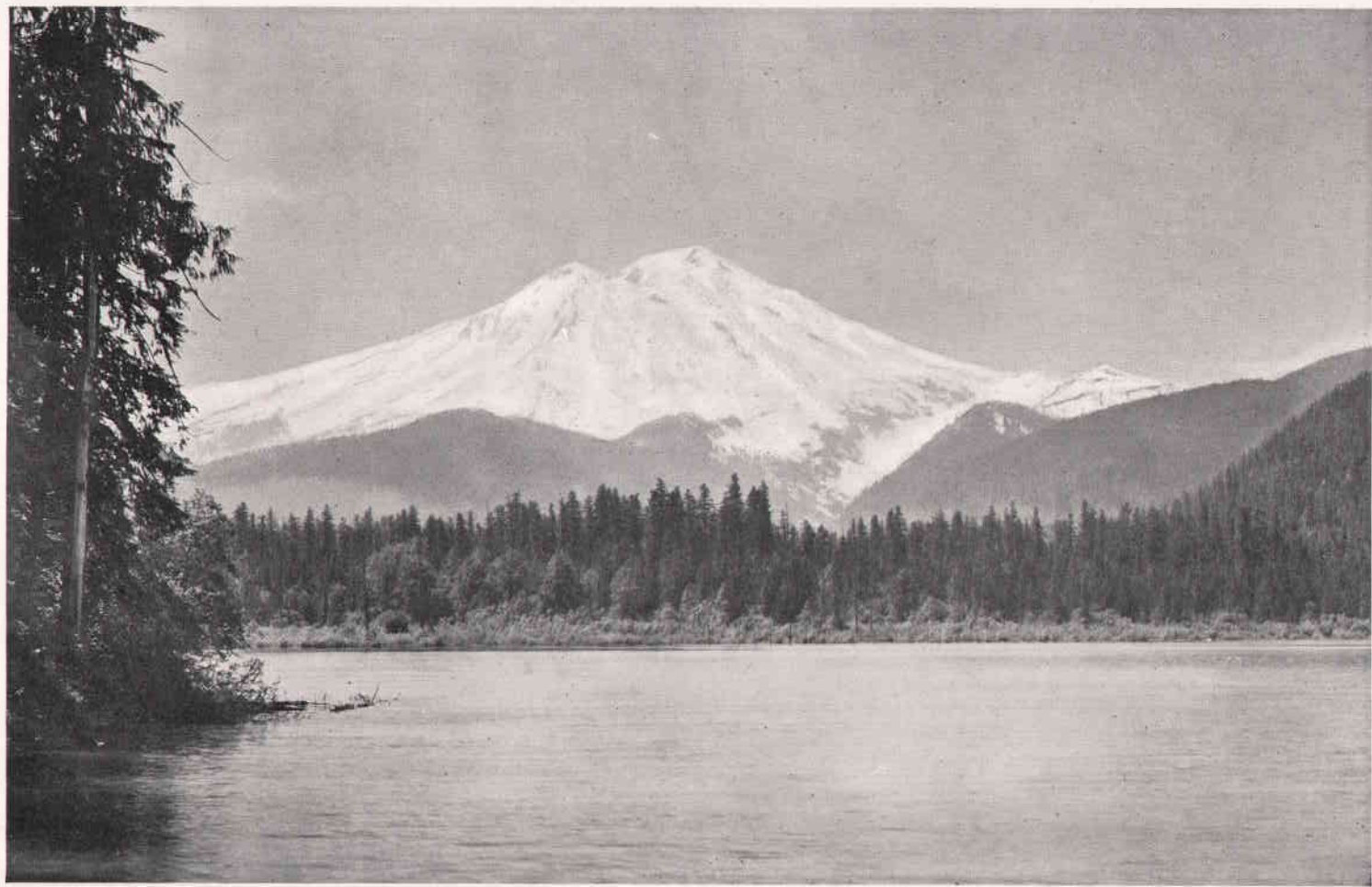
to the farmer's labor generously. The eastern half of the county is a mountainous, forest-covered mining region, and has many veins of nearly all the metals. Game in variety of animals, and fowls and fish are abundant. The people of Whatcom County are engaged in lumbering, salmon canning, cement factories, farming, fruit-growing and dairying. Prospecting and mining engage a large number. Besides having a long salt-water coast, with good harbors, the county is traversed in its agricultural half by a network of railroads, furnishing exceptional means of traffic to all industries except mining. The county has also an admirable system of wagon roads.

BELLINGHAM

"The Northwest Metropolis."

The past history, the present progressive spirit of her citizens, her fine harbor and water transportation facilities, the rapidly-increasing steam and electric railway combinations, and the vast natural and agricultural resources behind her, all point to a great metropolitan city as the destiny of Bellingham. With a population of about 25,000, the city covers about 23 square miles of territory, and is the business center for the entire 50,000 people in Whatcom County, for which it is the county-seat. The Great

Northern, Northern Pacific, Canadian Pacific, and Bellingham Bay & British Columbia railways, the latter now a branch of the "Milwaukee" system, all center in the city. Electric railroads operate in outlying sections for long distances, giving the merchant large volumes of suburban trade. The harbor receives shipping from all over the world, while small craft ply between the city and different points on Puget Sound. Bellingham is a manufacturing city, with lumber and shingles constituting the most



MT. BAKER, "LONE SENTINEL OF THE NORTH."

Mt. Baker, the grand, silent, everlasting mountain, seen from every side, commands admiration. Viewed from the islands of the Sound and from the far distant Straits it is a silver dome surmounting the dark green foothills upon the distant shore. From the Olympics, an hundred miles and more away, it is yet the imposing object upon the northern line of vision. From the nearer Cascades its sublime features are magnified. To those in its immediate vicinity it is the object of greatest interest, dwarfing all other scenes, and is the unfailing subject of thought and admiration, and a continuous source of inspiration.



DEMING GLACIER, MT. BAKER
"The Woman of the Snows."

Each year in July, August and September as the snow melts on Mt. Baker, the face of a lady appears upon its side. The photograph from which the engraving was made, was taken in the summer of 1909, when the mountain was in a blaze of sunlight, with vapory clouds passing over its silvery dome.



ABOVE THE CLOUDS AT MT. BAKER

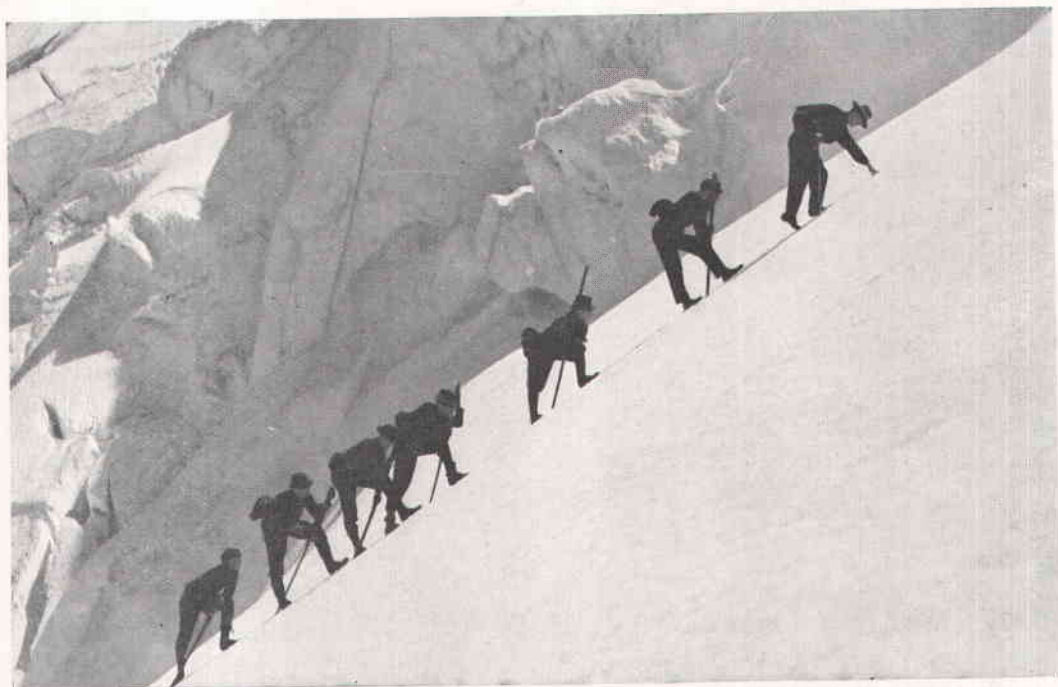
This phenomenon is common at sunrise. At other times great formations of mist take place in the lower regions and come rolling into the higher valleys like billowy sea waves against the grim walls of the mountains.



MT. BAKER FROM MAZAMA PARK

Mazama Park is an opening, a meadow in the forest, about 4,700 feet elevation.

Photographs Copyrighted by Kiser Photo Co.



MOUNTAIN CLIMBERS ASCENDING MAIN DOME OF MT. BAKER

The view shows the party at a distance of about fifteen hundred feet from the summit of the mountain.



CLIMBING ROOSEVELT GLACIER, MT. BAKER

This view shows a typical hanging bridge such as are frequently seen upon the mountain. The party pictured have attained an elevation of about 7,500 feet.



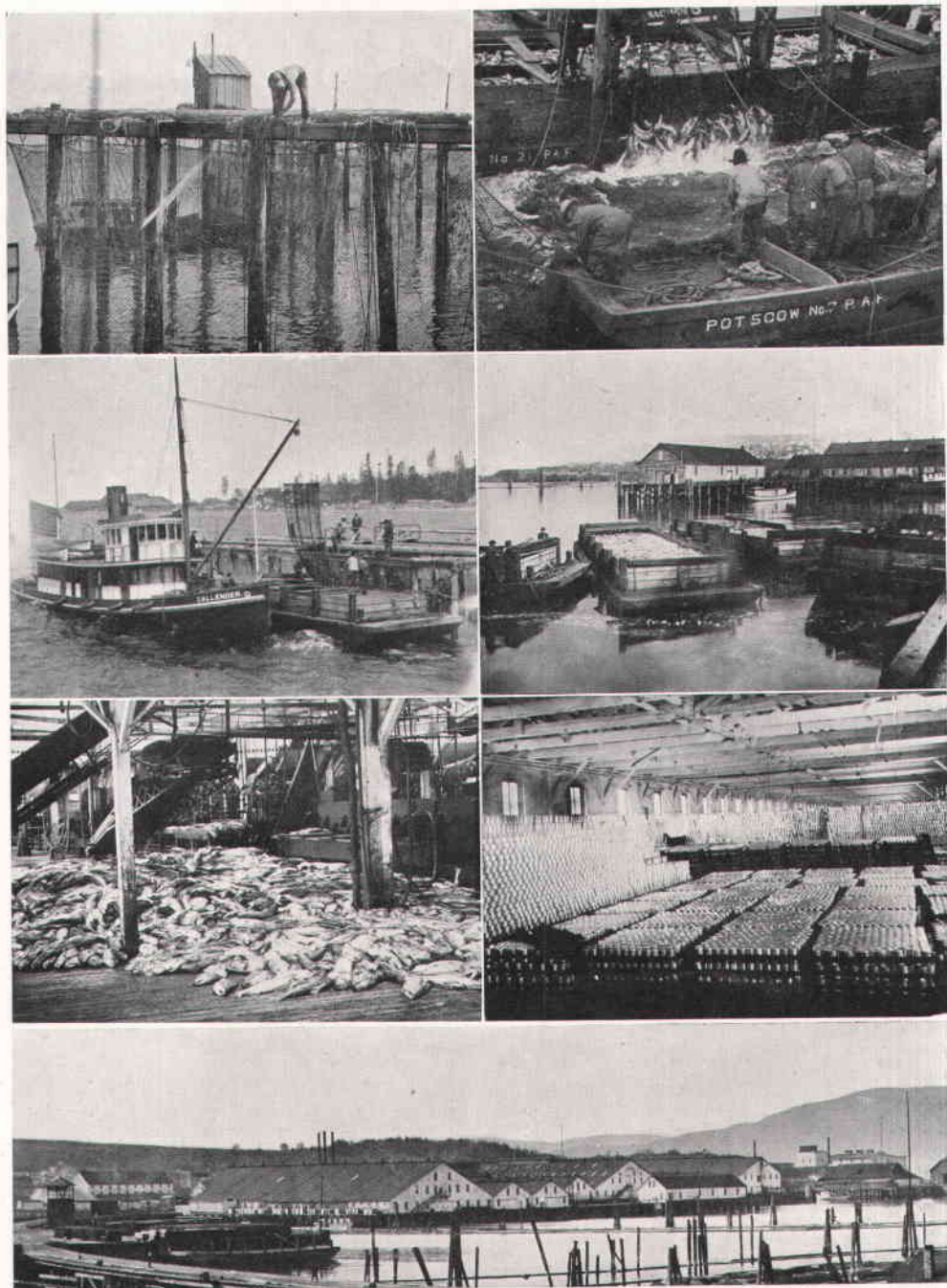
THE STATE NORMAL SCHOOL AT BELLINGHAM

The Bellingham Normal School was first opened in 1899. It is the only one west of the Cascades. It is beautifully located upon a tract of twelve acres, on Normal Hill, overlooking the city and Bellingham Bay.



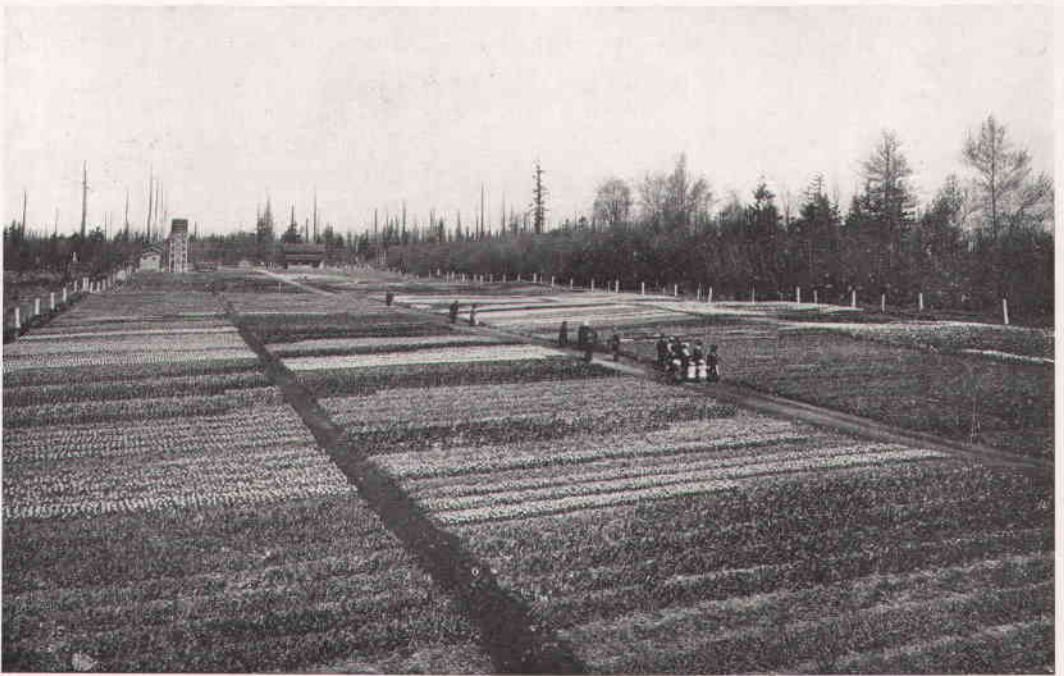
HOLLY STREET, BELLINGHAM

Holly Street is the principal business avenue of the city. The view is from a point a block east of Elk Street, another main business thoroughfare. The busiest part of the business section of the city is centered about Holly Street at the portion most distant in the engraving.



THE SALMON FISHERY UPON PUGET SOUND

1 Working on the trap. 2 Salmon in the trap. 3 Salmon cannery tender waiting to tow scow loads of salmon to the cannery. 4 Scows filled with salmon waiting to be unloaded at cannery. 5 Salmon upon floor of cannery ready for process of canning. 6 Hundreds of thousands of cans of salmon in store room. 7 Largest cannery in the world, located at Bellingham.



U. S. GOVERNMENT BULB FARM

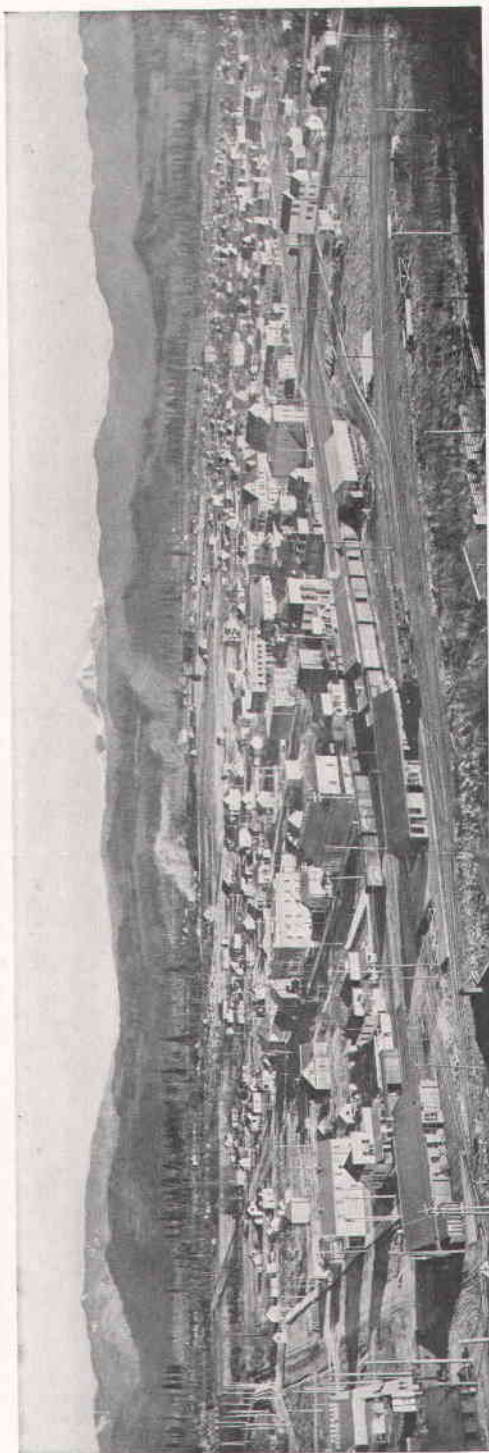
The Government Bulb Farm was established a few years ago near Bellingham on account of the favorable climate, for the propagation and study of brilliant flowering bulbs. A visit to these grounds in early spring is most enjoyable on account of the millions of bright hued flowers.

important industries, though recent indications are that these will soon be rivalled, if not outstripped, by new lines. One of these, the new cement manufactory, will have one of the largest and finest-equipped establishments of the kind in the world. The projectors of this new enterprise, Balfour, Guthrie & Co., are said to have expended \$40,000 inspecting clays, and located finally at Bellingham, as a result of the research. The salmon fishing is also one of the most important industries of this city. Other industries include woodworking products, mill and cannery machinery, boilers and engines, clothing, flour and feed, condensed milk, vinegar, confectionery and other articles of common merchandise. The city has a fine city hall, erected at a cost of \$50,000; there are forty church organizations; a strong Y. M. C. A. and two public libraries. There is a paid fire department; an electric lighting system; a water system owned by the city, with good daily and weekly newspapers. Bellingham has excellent school advantages. The city schools include two high schools and a dozen or more fine grade schools. There are private business colleges, kinder-

gartens, and a free industrial school. The Bellingham State Normal School is the largest and best-equipped in the state. Much has been done through various sections of the city in removing the inequalities of the land, resulting in fine level paved streets and beautiful surroundings. Important harbor improvements are under way, and the city is continuing upon a progressive career of civic development. Bellingham is the starting and outfitting point for tourists, parties of mountain climbers and sportsmen who visit Mt. Baker and the national reserve. From the city, travelers may go by rail to Glacier, where the trail soon begins. Mt. Baker, 10,870 feet high, is thought by many to excel in varied splendors of glaciers, glory of sweeping view and grandeur of mountain fastnesses, any other region in America. Tourists, learning of the wonders of the mountain, visit Mt. Baker, and make the ascent, in increasing numbers each year. The annual race to the summit of Mt. Baker, inaugurated in recent years, by a local Mountain Association of Bellingham, is doing much to extend knowledge of the mountain.

SUMAS

It is fondly claimed by the people of Sumas that they live "Where crops never fail and the Dairy Cow is Queen." The town is located twenty miles east of tide water, on the northern boundary of Whatcom County, the State of Washington and the United States. It is built on a plain, the northern part of which is drained by Sumas River and Sumas Lake into the Fraser River, and the southern portion by the Nooksack River. This plain is bounded on the north by the foothills of the Selkirk Mountains, on the east and south by the foothills of the Cascade Mountains, and on the west by a low bench land which extends to the Gulf of Georgia. The name "Sumas"—derived from the Indian tongue—signifies "Land without trees," referring to the Sumas Prairie. Dairying is the main source of the farmer's income, and owing to low cost of production and high price of product, is a profitable business. Poultry raising is also profitable. The large yield and fine quality of small fruits and pears promises well for the section. Oats and peas are main crops, of which there is always a sure and abundant yield. Sumas has a population of 1,300, is growing rapidly, and is served by five railroads. They are the Canadian Pacific, Northern Pacific, Great Northern, British Columbia Electric and Bellingham Bay & British Columbia (a branch of the Milwaukee), making it an important railroad center. Bellingham, the county-seat, is 23 miles from Sumas, and Glacier 21 miles southeast, the nearest approach by rail to Mt. Baker. Electricity is furnished Sumas for lighting and power. Only a start has been made at cutting the vast forests of the Mt. Baker region. The foothills east of Sumas contain high grade coal, already being mined, extensive deposits of limestone, being worked on a commercial scale, extensive beds of clay suitable for brick, tile, and pottery, and sand suitable for glass-making. Sumas has saw-mills, shingle mills, a creamery, modern hotels, two banks, a commercial club, lodges of fraternal orders, a theater, two newspapers, two hospitals and twenty-five stores. There are five churches and a high and grammar school. At Sumas the border line runs along the middle of a wide well traveled street. An American standing upon one side walk of the street may be under the stars and stripes. By passing to the opposite side of the street he is in Huntington, B. C., and



SUMAS, WHATCOM COUNTY

The view shows Sumas lying upon the "Prairie" with a wide stretch of mountains forming the background and the top of Mt. Baker visible in the center of the picture.



OBJECTS OF INTEREST IN AND ABOUT BLAINE

1 Ainsworth & Dunn salmon cannery. 2 (center) Monument marking very northwest corner of United States, erected upon Point Roberts in June, 1846. 3 Alaska Packers Association cannery, Semiahmoo Spit. 4 Drayton Harbor Shingle Mill. 5 U. S. Lighthouse built upon piles in Semiahmoo Bay.

under a foreign flag. Considerable business comes to Sumas stores from across the line.

BLAINE

The City of Blaine has the distinction of occupying the very farthest northwest corner of the farthest northwest county of the farthest northwest State in the Union. It is situated upon a broad plain fronting upon the waters of Drayton Harbor and Semiahmoo Bay, arms of the Gulf of Georgia, and has transportation facilities by both water and rail. Lumber and fishing interests have been the factors forcing its growth, while agriculture has helped in its progress and is fast becoming one of the most important industries. Large tracts of land adjacent to the city await settlers, promising most excellent returns to dairying and diversified farming. The canning of crabs is carried on to some extent, and salmon in vast quantities, while clams are found everywhere about the shores. Fruit and berries thrive abundantly. The lumber mills have good capacity. There are about 3,000 inhabitants, with well-paved streets, numerous churches, commodious and well-filled stores, two banks and the facilities of a modern city.

Ferndale, with 750 people, is on the bank of the Nooksack River, nine miles northwest of Bellingham on the Great Northern Railway. Most of the people find employment in agricultural pursuits, though shingle mills and sawmills employ about one hundred and fifty men. The farmers are prosperous and adding to their cultivated land. Some specialize in fruit products and dairying, but most adopt a general plan and have orchards and cattle. In the valley immense quantities of oats and hay are raised.

Lynden is a town of about 1,200 inhabitants, located on the line of the Bellingham Bay & British Columbia railway. There are three lumber mills, a shingle mill, creamery, machine shop and other industries. There are four churches, good school facilities, and a number of business establishments. Adjoining the town is a splendid farming district especially adapted to truck gardening and small fruit raising.

Marietta is a town of about 500 people, located on the shore line a few miles northwest of Bellingham. The chief industries are fishing, poultry raising, dairying and gardening.

Deming is located on the line of the Northern Pacific railway. It is the center of big lumber and logging operations and enjoys a prosperous and growing trade. Nooksack is located in the rich Nooksack valley on the line of the Northern Pacific railway. It is a village of about 300 people, surrounded by a splendid agricultural and timber district. There are many fine farms, dairy ranches and orchards in the vicinity. Semiahmoo is located in the extreme northwestern section of the county. The population, about 250, rely upon steamboats for transportation facilities. Salmon canning, the cultivation of oysters and the manufacture of shingles make up the industries of the community. Clipper, a town of about 200 population, is largely a logging and lumber center. It is surrounded, however, by a large district suitable for dairying and general farming. Lawrence, with 250 people, is located in the famous Nooksack valley, on the Northern Pacific railway. The soil of the surrounding district is extremely fertile.



SALMON FISHERS, SAN JUAN ISLANDS

1 Gill-netters awaiting their "turn" to cast their nets where the salmon run. 2 "Brailing traps" on salmon banks. 3 Shows 25,000 "Sockeye" salmon on the floor of a cannery. 4 Storeroom with 200,000 cans of salmon ready to be cased.

CHAPTER EIGHT.

SAN JUAN AND ISLAND COUNTIES.

San Juan County is a group of islands lying between the waters of the Straits of Fuca and the Gulf of Georgia. It has about 200 square miles of territory and 4,000 people. There are three large islands and several smaller ones. The islands have soil and timber not different from the mainland. Heavy timber in the forests, clay loams in the bottom lands, shot clay on the hillsides, ledges of lime rock and other minerals and great shoals of fish in the waters are the foundations for prosperity for the citizens of the county. Wheat, oats, barley, potatoes and hay yield large crops. Dairying, poultry-raising and fruit-growing are profitable. Sheep and cattle find splendid pasturage. Great quantities of salmon and other fish are taken in the waters, and game—deer and wild fowl—are abundant. All parts are well served by steamboats.

San Juan Island is the largest of the group, and Friday Harbor, on this island, is the county-seat and largest town, with about 825 people. At Roche Harbor are great lime kilns. There is a wealth of his-

toric lore incidental to the settlement of San Juan Island, its occupation by the Hudson Bay Company and by the British and American forces, at the time of the discussion and settlement of the international boundary, of great interest to visitors. All the islands have romantic stories connected with the past.

Orcas Island is the leading fruit-growing district of the county. East Sound, near the center of the island, at the foot of Mount Constitution, is a picturesque summer resort. Orcas is a center of fruit and sheep-raising industries.

Lopez Island is a beautiful stretch of fertile agricultural land, much of it under tillage, and is the home of a prosperous community of farmers and stock-growers. Lopez is the chief commercial center, with a cannery and creamery.

Island County is entirely composed of a group of islands in Puget Sound, the largest two being Whidby and Camano. It has a land area of 227 square miles and a population of about 5,000. Lumber, agricultural



GEMS OF SCENERY AMONG THE SAN JUAN ISLANDS

From the camera of J. A. McCormack.

1 Biology Camp at Friday Harbor. 2 Roche Harbor, showing lime kilns. 3 Cute Island. 4 Friday Harbor, county seat of San Juan County. 5 Island steamer entering Roche Harbor. 6 County Court House, Friday Harbor. 7 Purse Seiners at Kanaka Bay. 8 West Pass, Lopez Island.



COUPEVILLE, WHIDBY ISLAND

Coupeville is one of the oldest settlements of Western Washington, and has many wonderfully productive ranches inland.

products and fish make up the county's resources. Considerable of the timber, particularly from Whidby Island, has been removed, and wheat, oats, hay, potatoes, fruit, poultry, butter, eggs, etc., are now shipped out to nearby markets, the towns on Puget Sound. The soils in the northern part of Whidby Island are of remarkable fertility, some of them producing as much as 100 bushels of wheat per acre and immense crops of potatoes. In season the waters of the county abound in salmon and other salt water fish, and many of the citizens of the county find profitable employment in connection with the fishing industry. Coupeville is a town of some 1,050 people and the county-seat, situated on a beautiful bay in the northern part of Whidby Island. It is the chief distributing point for the county, has a sawmill, shingle mill, fruit-drying establishment, stores, churches, schools, a newspaper, etc. The town has some of the rich-

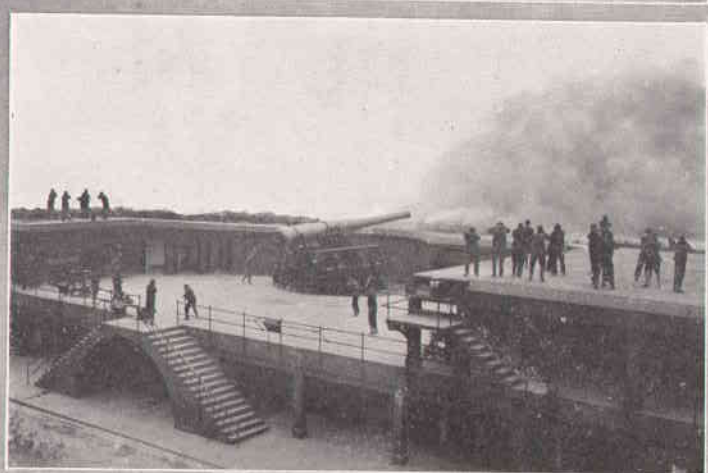
est and finest cultivated ranches in the whole state. Fort Casey, one of the group of three U. S. forts guarding the entrance to Puget Sound, is upon the west coast of Whidby Island. Oak Harbor, further north, is the center of a large farming and logging district. Two canneries are in successful operation. Utsalady, San de Fuca, Camano, Clinton and Langley are smaller villages gradually becoming summer resorts. Steam boats furnish good transportation from all parts of the county.

The varying beautiful attractions of sea, and shore, and forest, among the isles of these two island counties would be hard to describe, but the following quotation is not extravagant: "It is a region of wonderful attractiveness for the tourist and the pleasure seeker, unrivaled upon the American continent and unequalled in natural beauties by the most celebrated regions of the Mediterranean."



SCENE AT OAKVILLE, WHIDBY ISLAND

Shows fine condition of the roads, stretches of well tilled fields, and modern phases of life, prevailing on the Islands.



FORT WORDEN PUGET SUOND,

1 View showing the location of the Fort upon Point Wilson, which divides the waters of Townsend Bay and Strait of Juan de Fuca, near Port Townsend, in Jefferson County. The Barracks are visible upon the level plain. The succession of fortifications and guns occupy the high bluff, guarding the entrance to the Sound. 2 Troops in dress parade. 3 Firing a 10-in. disappearing gun. There is usually six companies of 100 men each, belonging to the Coast Artillery Corps stationed at the Fort. Fort Worden was established in 1902, contains about 600 acres, has cost about \$10,000,000, and is the strongest land defence on the Northwest Coast.



LAKE CRESCENT, CLALLAM COUNTY

Lake Crescent is one of the most beautiful mountain lakes in the world. It is twelve miles long and about one and a half wide, and lies at the foot of Mt. Storm King. This entire region is an ideal country for summer sport and recreation.

CHAPTER NINE.

JEFFERSON, CLALLAM AND MASON COUNTIES.

Jefferson County was named in honor of Thomas Jefferson. Clallam is an Indian word meaning strong, and was the name of a local tribe. Mason County was so named in honor of Charles H. Mason, first secretary of Washington Territory.

Jefferson County is the second county south of the entrance of Puget Sound, stretching from the Pacific Ocean eastward over the peaks of the Olympic Mountains to Hood's Canal, and turning north, gets a long waterfront also on Puget Sound, and taps the Straits of Fuca. It has a population of about 9,000 people and 2,000 square miles of territory. Its resources are largely undeveloped. Originally its entire area, barring a few small patches, was heavily timbered, and it is estimated that the county still has twenty billion feet of standing timber. Its soil is remarkably fertile, and the products of its farms have long been famous. The Olympic Mountains contain veins of precious metals, iron and manganese, none of which have as yet been thoroughly developed. Fishing for salmon, sardines, shrimps, clams and crabs is a very important industry. The soils of the county are largely sedimentary, having been washed down from the mountains, assisted by

the decomposition of vegetable matter through centuries. In the valleys, where most of the farming is being done, these soils produce remarkable crops, clover yielding from four to six tons per acre. Oats and vetches for ensilage yield five to seven tons per acre. Fifty to seventy-five tons of cabbage or mangels per acre are common, and onions and potatoes produce from six to ten tons. Fruit trees, particularly cherries, apples and pears, produce wonderful crops. Cattle can graze ten months in the year, and the products of the dairies of Jefferson County cannot be excelled.

PORT TOWNSEND

Port Townsend, at the entrance of Puget Sound, is the county-seat and chief commercial center of the county. It has a population of about 4,500. It is the headquarters for many government institutions, including the U. S. customs service, U. S. revenue cutter service, marine hospital service, hydrographic service, quarantine service, and



U. S. CUSTOM HOUSE, PORT TOWNSEND

Port Townsend is the port of entry for the Puget Sound collection district. The custom house and official marine routine business connected therewith are important matters in the affairs of the inhabitants.



JEFFERSON COUNTY COURT HOUSE, PORT TOWNSEND

The handsome Court House is one of the prominent buildings on the heights over-looking Port Townsend Bay.



PARLIAMENT BUILDINGS, AT VICTORIA, B. C.

The Olympic Mountains across the Strait of Juan de Fuca, upon the Olympic Peninsular, sixty miles away, forms the background of the view. Victoria is a beautiful modern city with a delightfully English social atmosphere, and with very many pleasing attractions. A fine trip is one along Puget Sound by the Great Northern Railroad Shore Line to Vancouver, B. C., passing, enroute, through many cities and towns of Western Washington. From Vancouver to Victoria, by water, is a famous trip, with striking scenery. A fitting final lapse is a return over the waters of Puget Sound.



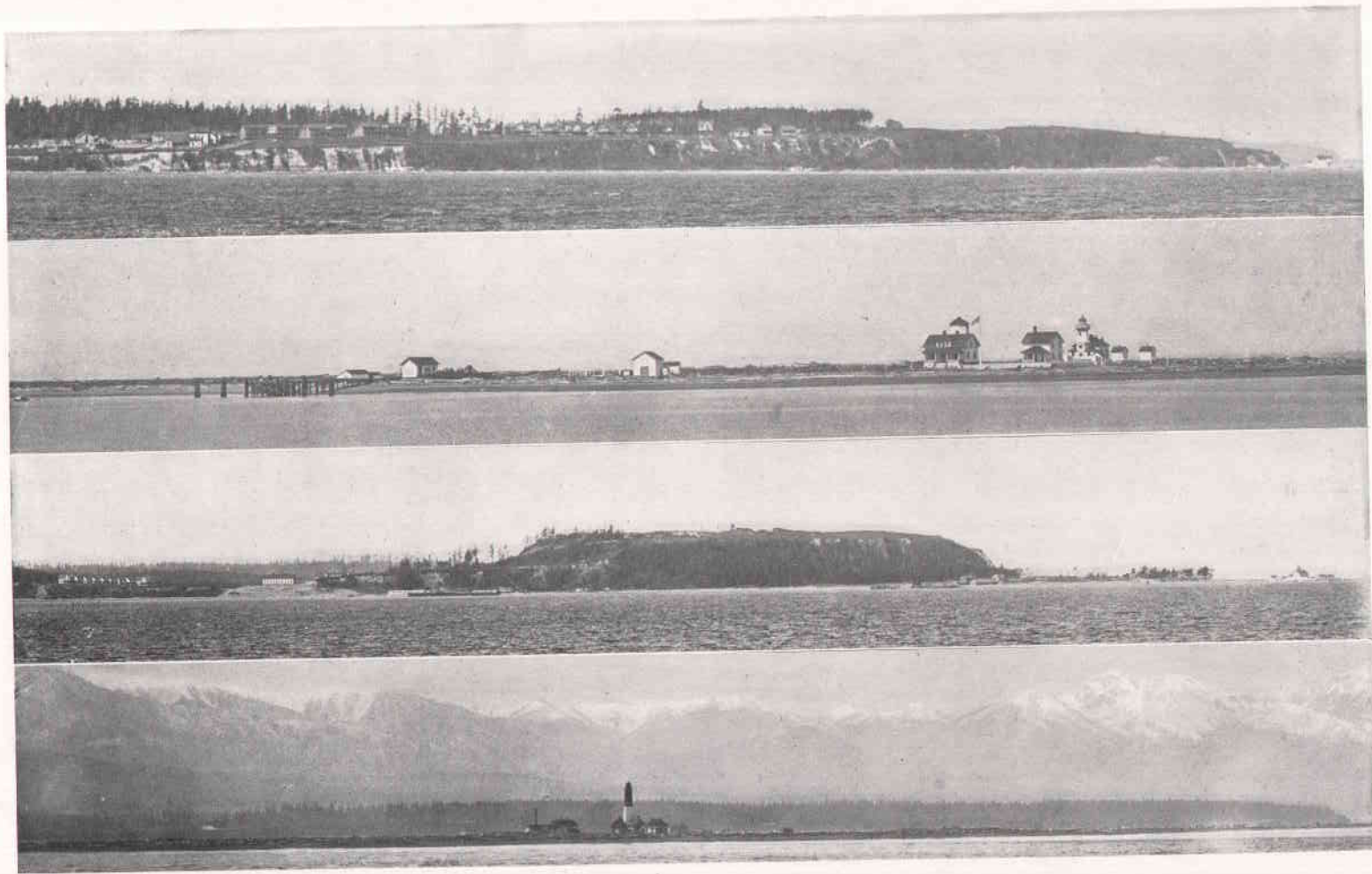
THE TROLLERS' REWARD—ON SAN JUAN STRAITS

The engraving is convincing evidence that sportsmen find good fishing in the waters of Puget Sound and the Strait of Fuca.



PORT ANGELES, "THE GATEWAY."

Port Angeles, the northern gateway to the Olympic Mountain region, is beautifully located upon Juan de Fuca Strait, with the mountains forming a background of green forests and snow-white summits. The city is headquarters for the new power company, generating electricity at the Elwha River, distributing it for hundreds of miles, for lighting towns, running electric railways, saw mills and manufactories. Logging and lumber, fishing, dairy and agricultural interests are all extensive. Port Angeles has a fine deep water harbor, with frequent steamboat communication with Sound Cities, and is the center of travel for Lake Crescent and Sol Duc Hot Springs visitors.



SCENES UPON THE SHORES OF JEFFERSON AND CLALLAM COUNTIES

1 View showing Fort Flagler, with Marrowstone Light House upon the extreme right. 2 Dungeness Spit, and Light House upon the right. 3 Fort Worden, near Port Townsend, with Point Wilson Light House at extreme right. 4 Ediz Hook, and Light House, at Port Angeles. All are prominent points to the mariner on the way to the Pacific Ocean.



THE NEW SOL DUC HOTEL, SOL DUC HOT SPRINGS, CLALLAM COUNTY

With the opening of this sumptuous new hotel in the northern Olympics, the curative properties of the hot springs, long known and visited by the Indians and early settlers, became available for the benefit of the world at large. The beautiful mountain scenery, the elegant appointments of the hotel, the popularity of the baths and of the water drunk for remedial purposes, with the fascinating trip to the resort, caused phenomenal success for its opening season in 1912. The enterprise promises to be an important factor in bringing the scenic and material attractions of Clallam County to public notice.

U. S. artillery for the Puget Sound district. Two great forts, Worden and Flagler, are located here, with Fort Casey on Whidby Island, forming the chief defense to Puget Sound. Fort Worden joins the city limits. The present garrison force is 650. Its business interest are varied and extensive. Canneries for salmon and sardines are here located, boiler works, a machine shop, a shipyard, sash and door factory, and lumber and shingle mills. The city is substantially built and its homes are artistically located. The harbor has twenty-five miles of waterfront and fine anchorage of from nine to eighteen fathoms, and is a refuge for all seagoing craft. The city has gas and electric lights, paid fire department, fine churches, schools, and a gravity water system furnishes the town of Irondale, Hadlock and Forts Worden and Flagler, having water to spare for thousands more.

Irondale is a new steel manufacturing city upon Townsend Bay, having the only pig iron plant in the state, and produces steel of the finest quality.

Port Ludlow, Duckabush, Bogachiel, Port Discovery, Quilcene and Chimacum are vil-

lages scattered about the county, and are centers of agricultural activity.

CLALLAM COUNTY

Clallam County occupies 2,000 square miles of the northwestern part of the Olympic peninsula, having 35 miles of shore land on the Pacific and 90 miles on the straits. The Olympic Mountains and foothills cover the southern half mostly, while the northern half is made up of lower hills and valleys. Several large lakes nestle among the mountains; one of them, Lake Crescent, is a famous summer resort. An important section of the county is that known as Sequim Prairie. This is a level district of about 5,000 acres, located three miles back from Port Williams. Most of it is under irrigation, and the soil thus treated produces marvelous crops. Lumber, fish, agricultural products and coal comprise the county's chief resources. The timber is very vast and very little exploited. Its proximity to the ocean makes it very advantageous for all fishing industries. Its valleys are noted for the fertility of their soils, and many farmers have grown wealthy from their cultivation.



NEAH BAY, CLALLAM COUNTY

Neah Bay is an interesting Indian town, under agency supervision, on Makah Reservation, in Clallam County, near the dangerous Cape Flattery, at the mouth of the Strait of Juan de Fuca. It is a great rendezvous, in season, for salmon fishers, on account of its proximity to the Pacific Ocean. Over one hundred gasoline seine boats, and one thousand trollers made Neah Bay their port in 1912. There are canneries and mild curing plants where the salmon are disposed of.

A splendid boat service is maintained with Seattle and other Sound ports, and a system of public roads in process of construction will be unexcelled in the state. Surveys for electric railroads to connect several of the towns of both Clallam and Jefferson counties have recently been made, the corporations to build them are acquiring right of way, and a general electric railway service is a matter of but a few months.

PORT ANGELES

Port Angeles, located about 60 miles from the ocean on the Straits of Fuca, is the largest town and county-seat. It has a splendid harbor, with fine anchorage, furnishing a safe refuge for ships when the storms rage outside. With headquarters at Port Angeles, is the company which has harnessed the magnificent water power of the rushing Elwha River. The new power company has undertaken the lighting and furnishing of power for the Puget Sound Navy Yard at Bremerton, for Port Orchard, Charleston, Bremerton, Port Townsend, Forts Worden, Casey and Flagler, Irondale, Port Angeles, and for villages and sawmills throughout the inhabited parts of the Olympic penin-

sula. This electric power ushers in a new and auspicious era for the development of the natural resources of the Olympic Empire.

Dungeness and Sequim, three miles from Port Williams, are important farming centers, both noted for their dairy products, and contribute largely to make Clallam the second county in the state in the value of its dairy products.

Quillayute, Forks, Beaver, Blyn and Gettysburg are small settlements waiting for the railroads to open up the country and render their natural resources available.

MASON COUNTY

Mason County lies on the upper reaches of Puget Sound, having the Olympic mountains at its north, where about one-fourth of the county is in the Olympic forest reserve. Its total area is about 900 square miles, and it has a population of nearly 6,000. Hood's Canal penetrates into the center of the county, giving it a very long salt-water shore line. From the Olympic mountains numerous streams flow into Puget Sound while others empty into Gray's Harbor. The county is a great forest of splendid timber, which has been only to a limited degree cut



THE STEEL PLANT, IRONDALE

At Irondale, upon Townsend Bay, there has been produced some of the finest qualities of steel for the manufacture of tools, and for general purposes, as merchandise steel, ever put upon the market.

out. The soil of the foothills and valleys is composed chiefly of shot clays and alluvial deposits, making good farming, stock-raising and fruit-growing land. Logging and its allied industries constitute the main industries of the county. Many logs are shipped to sawmills in other parts of the Sound. Oysters are an important source of wealth. There is already considerable farming and stock-raising, stock finding pasturage the year round. There is good hunting and fishing in season. Transportation is by steamer to all the Sound ports. The Northern Pacific railway reaches its southern boundary. Other railroads of the county are its logging roads.

SHELTON

Shelton is the county seat, and has about 1,200 inhabitants. Steamers from its wharves reach all parts of the Sound directly or by connection with others. The logging industry, manufacturing lumber, cultivating oysters, fishing and farming are the chief industries of its people. It has several churches, good schools, volunteer fire department, electric lights and gravity water system. The logging industry, which centers here, em-

ployes 2,000 men and pays out \$120,000 a month. There is annually sent out \$2,525,000 worth of logs. The county's capabilities in a fruit and dairying way are demonstrated by the fact that at Shelton there is both a cannery and a creamery, the property of the Mason County Fruit Growers' Association, the stockholders being the farmers of the county and the merchants of the city. The creamery has an annual output of \$40,000. The cannery, which has proven highly profitable, packs 3,000 cases a year, principally prunes, apples, pears, beans, blackberries and raspberries.

Lake Cushman is a summer resort in the mountains famous for its big trout catches and beautiful scenery.

Allyn, on an arm of the Sound, is central to oyster lands, logging camps and fine fruit orchards.

Arcadia, also on the Sound, is a center of considerable stock-raising and lumbering.

Detroit is a prosperous village whose inhabitants are proud of the grapes grown on some of its logged-off lands.

Matlock is a town on the logging railroad and central to large logging operations.



SHELTON, MASON COUNTY, AND SCENES IN AND ABOUT THE CITY

1 Tonging oysters at Shelton. 2 Peninsular Railroad Locomotives, part of equipment of one of the large logging enterprises operating in two great counties. Center: View of Shelton looking towards the harbor, with Ball Park in the foreground. 4 New Shelton Hotel, type of solid buildings now being erected in Shelton. 5 Logging train in Mason County forest. Shelton is the county seat and principal business and commercial center of Mason County.



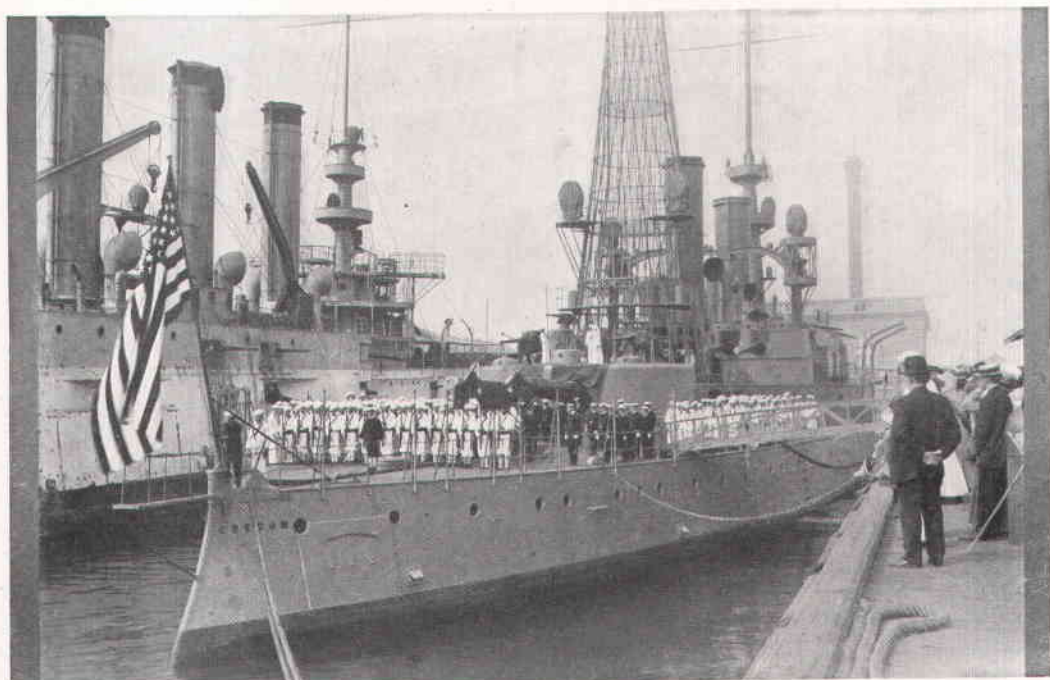
THE OLYMPIC MOUNTAINS, FROM HOODS CANAL

All the way along Hoods Canal, from Foulweather Bluff, at its entrance, to Union City, the usual destination for popular excursions, a distance of more than forty miles, these glorious mountains may be seen, as here pictured.



HUNTING PARTY PACKING INTO THE OLYMPIC MOUNTAINS

The lure of the Olympics is to many irresistible and each year many little parties of hunters and nature lovers may be seen packing up the mountain trails for a period of camp life and out-door recreation. Hoods Canal points are favorite starting places for these outing parties, many of which are composed of people from nearby cities and towns.



THE GALLANT OLD U. S. S. OREGON, GOING INTO COMMISSION, PUGET SOUND NAVY YARD, 1911

"Not since the days of 'Old Ironsides' has any vessel so endeared herself to the American people as has the grand old battleship 'Oregon.' Her record-breaking journey around Cape Horn, her subsequent gallant service in the Spanish-American war and her distinguished record since that time has made her name a household word throughout the land."

"As a result of a movement started by the Bremerton Commercial Club, to her has been assigned the honor of leading the ships of all nations through the Panama Canal at its formal opening, and it is highly fitting that this distinction should be awarded by a grateful nation to this grand old ship, the special pride of the Pacific Coast States, having been built in California, named for Oregon, and had her home port in Washington."—H. O. Stone.

CHAPTER TEN.

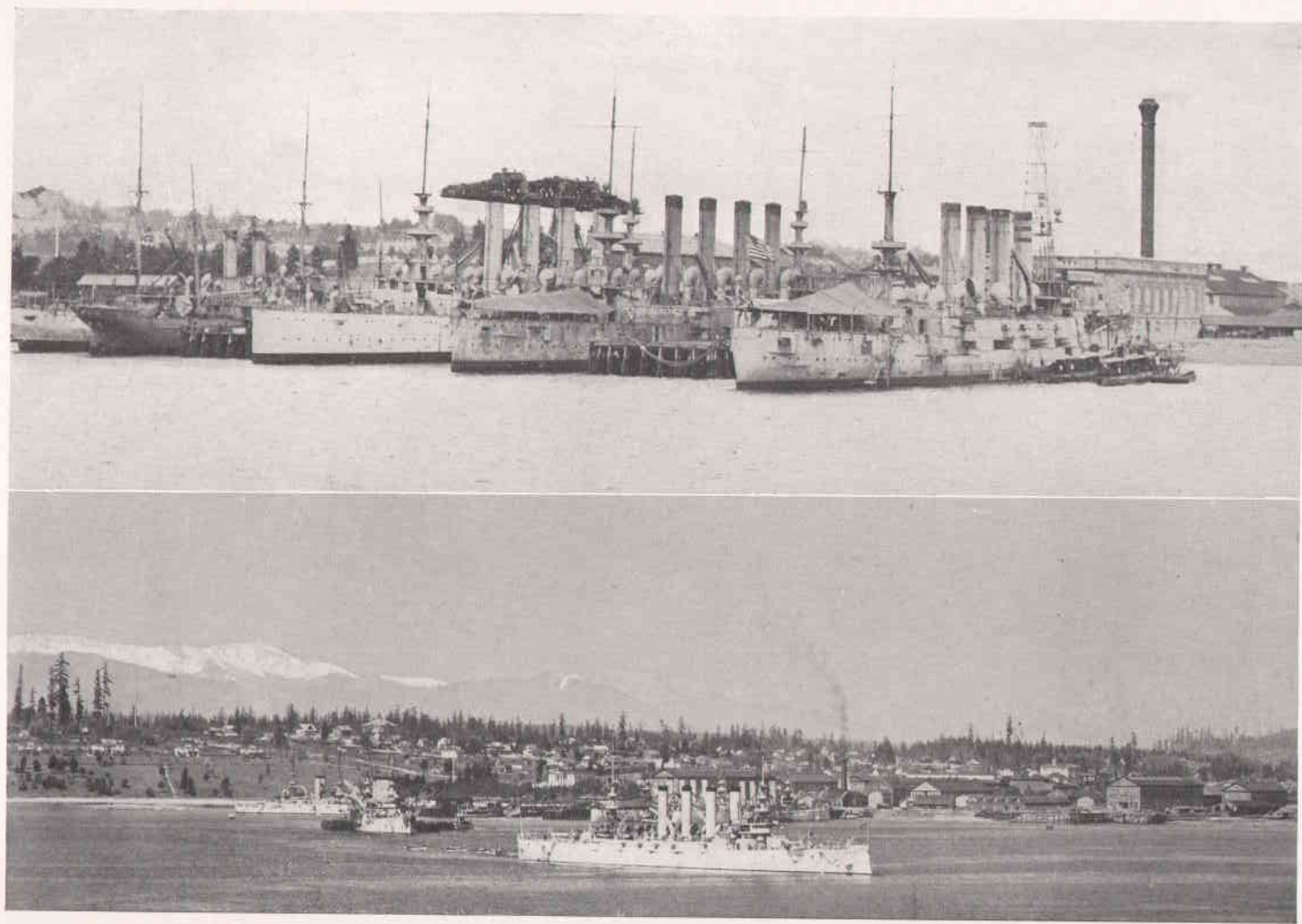
KITSAP COUNTY: THE PUGET SOUND NAVY YARD, BREMERTON, PORT ORCHARD, CHARLESTON, &c.

Kitsap is a word of Indian derivation meaning brave; Kitsap County was named after a chief bearing the name.

Kitsap County is nearly surrounded by the waters of Puget Sound and Hood's Canal, forming the larger part of the great peninsula which these waters would make an island with a six-mile ridge in Mason County opened up to them. It has extensive and numerous bays and inlets, with magnificent anchorage, and contains in its center the great Puget Sound Navy Yard. The chief resource of the county is in the lumber. Some of the largest mills of the state are located within its borders. About the county are located many towns and villages supported by the tillage of the soil from its reclaimed forest lands. The waterways are so extensive that all corners are reached by steamers, and travel is cheap and freight conveniently handled in all parts of the county.

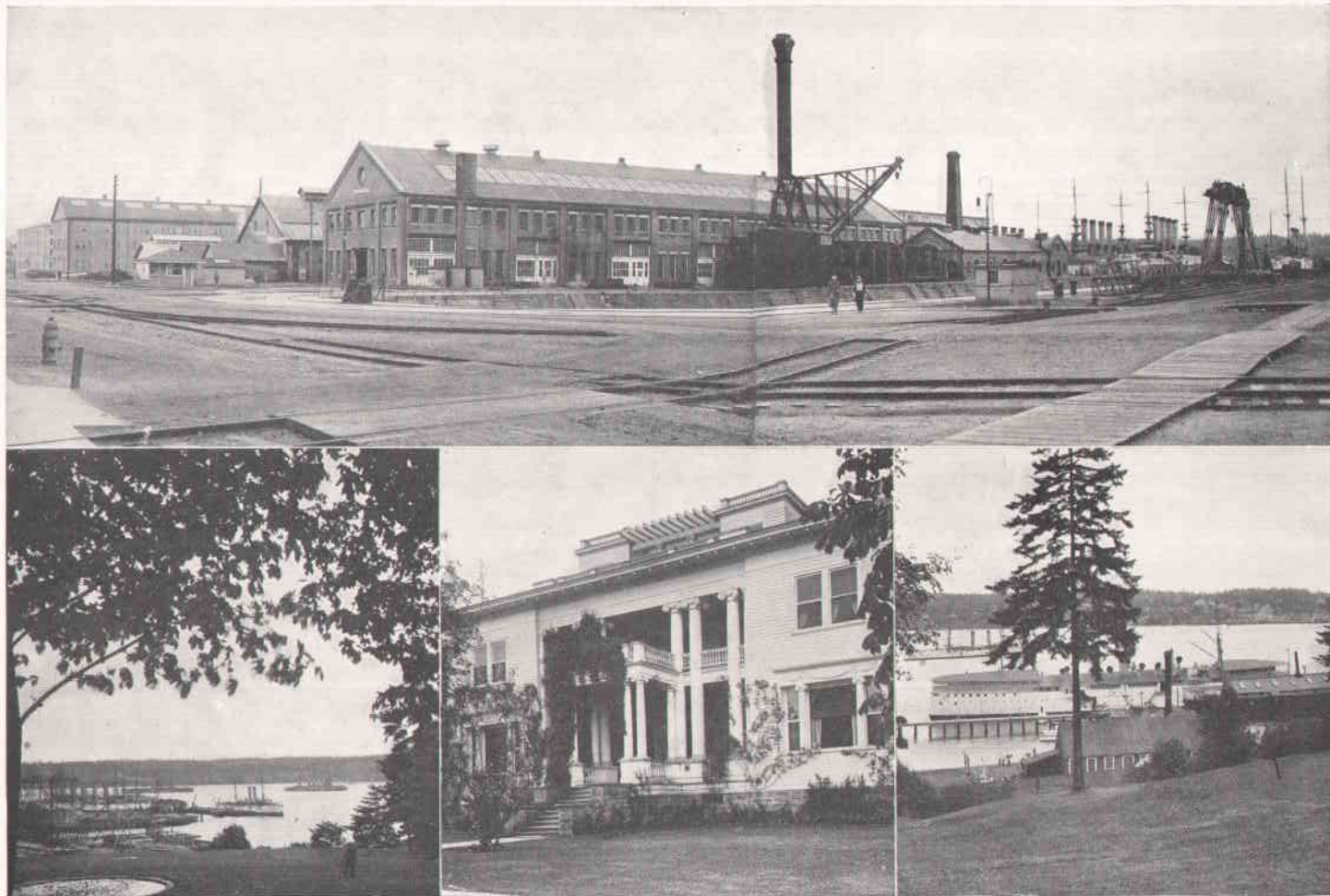
THE NAVY YARD

A little more than twenty years ago, when the future importance of the Pacific Coast began to dawn upon the minds of eastern men, Congress decided that there should be a naval repair station in the Northwest. The commission to whom was left the selection of a site, after careful examination, recommended the north shore of Port Orchard Bay, in Kitsap County, Washington, as offering the best advantages for this purpose. Here at times may be seen different types of Uncle Sam's best fighting machines. In the placid waters of the bay ride grim, gray battleships and cruisers. Long, lithe torpedo boats and powerful monitors move among them and the lesser craft of the "mosquito fleet" dart to and fro, across the harbor. In the yard the clang of hammer and the crash



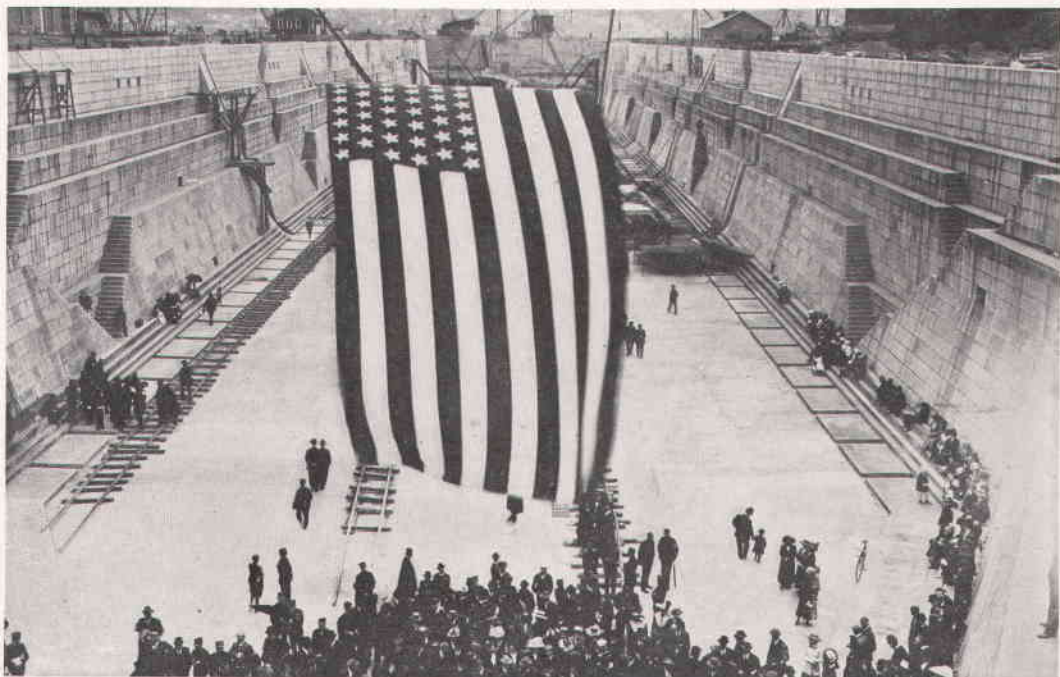
THE NAVY YARD—PUGET SOUND

1 Warships at docks undergoing repairs. 2 This view shows the fine location of the Navy Yard, with the mechanical shops at the right, the officers' quarters on rising ground, at the left, something of the snowy Olympic Mountains in background, and warships lying offshore upon the waters of Port Orchard Bay in the foreground.



WITHIN THE GATES AT PUGET SOUND NAVY YARD

The first view shows about one fourth of the district devoted to repair and construction work. The other sections consist of similar substantial shops and storehouse buildings. The three views below were made from Officers' Row: 1 Vista looking towards the Sound. 2 The Admiral's Quarters. 3 Looking towards the Philadelphia, (receiving ship).



THE NEW DRY DOCK, PUGET SOUND NAVY YARD

The new Dry Dock, the largest in the United States, is 867 feet long, 145 feet wide and 47 feet deep, lined with granite blocks set in concrete, and will hold any vessel that can pass through the Panama Canal. Its cost is about \$2,000,000. The photograph was taken at the time of the ceremonies attending the laying of the last stone, April 27th, 1912.

of heavy machinery tell the story of active preparation for any possible emergency. Visitors are permitted to inspect the yard every day from 8 a. m. until 5 p. m. and are also allowed nearly always to go on board some of the vessels. The famous Oregon, "the bulldog of the navy," is stationed here and is one of the objects of interest. The navy yard occupies about 200 acres, extending for a mile along the water front between the business districts of Bremerton and Charleston. There has been expended nearly \$10,000,000 in permanent improvements, including the old dry dock, machine shops, power plant, pumping plant, storehouses, offices, marine barracks, coaling plant, marine hospital and work on grounds and wharves. The new dry-dock is the largest in the United States. It is 863 feet long, 145 feet wide and 47 feet deep, lined with granite blocks set in concrete, and will hold any vessel that can pass through the Panama canal. Its cost will be about \$2,000,000. About 1,500 laborers and mechanics and 300 clerks and civil service men are employed in the yard. The monthly pay roll is about \$200,000. An average of 1,000 enlisted men and officers are stationed here and from 1,000 to 3,000 "bluejackets" man the vessels lying in the harbor. In 1911

a total of nearly \$4,000,000 was spent by the government through this yard in wages and for material, etc., used in repair and construction work.

BREMERTON

Fifteen miles by water from Seattle, with which it is connected by fast steamers making the trip in less than one hour, lies Bremerton, the navy yard city. It is doubtful if any other city of its size in the state is so widely known, as every year thousands of tourists, especially those from inland states, come to visit the navy yard. This great national institution, combined with the natural advantages of its location, has made Bremerton the largest town in Kitsap county. It is beautifully situated, built on an elevated peninsula overlooking Port Orchard bay and Port Washington narrows. The soil is a sandy, gravelly loam and only grading has been required to make excellent streets, which are bordered by concrete walks, and the business section is now being paved. In the residence sections many modern homes and bungalows have been erected and substantial blocks of brick and concrete are fast replacing the wooden shacks of earlier days. Bremerton now has modern water, light and



BREMERTON AND MANETTE VIEWS

1 First National Bank Building. 2 Citizens Bank Building. These show the class of business blocks now being erected in Bremerton. Manette is a prettily situated town opposite Bremerton, where many Navy Yard employees live.

sewer systems, two banks, two weekly newspapers, seven churches, an especially fine public school system, a navy Y. M. C. A., strong lodges of all the leading fraternities, telegraph and express offices, and numerous hotels, restaurants and lodging houses. The retail stores are very creditable. The banks realize a steady increase of business, and there is an aggregate in excess of \$350,000 now on deposit. Moving picture theaters, an opera house, skating pavilion and several social halls provide for indoor amusements. Boating is a favorite pastime in the summer. There is a municipal park and playground on the water front and an excellent athletic park. While Bremerton's growth and development has been largely due to the Puget Sound Navy Yard, an asset of great future importance is the rural territory tributary to this city. Kitsap county land is particularly adapted to the raising of poultry, small fruits and garden vegetables. A fine new municipal pier with extensive dockage space is one of the latest acquirements for public use. The Bremerton Commercial Club, numbering among its members nearly all the business men of the city, has been instrumental in helping very materially the advancement of Bremerton's interests. The

activity shown, the public spirit of its people, the exceptional advantages that it has in the growing governmental institution at its door, all impress the visitor with the fact that "every day makes a better Bremerton."

PORT ORCHARD

Port Orchard, the county seat of Kitsap County, is situated on the southern shore of an arm of Puget Sound, known as Port Orchard Bay. The town has a population of about one thousand. That portion of Kitsap County lying south of Port Orchard Bay, together with a portion of both Mason and Pierce counties, is tributary to the city. Every acre of the land in the territory is well adapted to one of three industries: Dairying, poultry raising, or fruit culture. There is a variety of soils particularly adapted to these branches of agriculture. Vegetation grows the year round, roses blooming out of doors until Christmas, while hardy vegetables are left in the gardens until needed for use or for market. Kitsap County land, under right treatment, has produced 150 bushels of oats and 60 bushels of wheat per acre. Ranches of five acres are supporting families in comfort. The land is peculiarly adapted to the culture of pears,



NEW NAVAL HOSPITAL AND BARRACKS, PUGET SOUND NAVY YARD

These new buildings are near the Charleston or west entrance of the yard. At left is the Government Coal Pier, center, the new barracks, at right the hospital with marine officers quarters in front.

plums and cherries. All kinds of vegetables grow to their highest perfection without irrigation and forage crops such as clover, vetch, timothy and field peas produce enormously, clover yielding, under the best conditions, three crops per year. On account of nearness to the great markets the territory of the southern part of Kitsap is very desirable. In addition the Navy Yard has a tendency to help in the matter of marketing many lines of products. Land can be bought at prices ranging from \$20 per acre up, from one acre to almost any amount desired. Port Orchard has become the business center for all this territory and her merchants and business men are alive to the wants of the ranchers. Good stores, banking facilities, a newspaper, telephone systems, and other modern utilities are established. There are schools, churches and many fraternal organizations. Port Orchard is about 17 miles from Seattle, one hour by boat. Six regular trips are made per day. The city has two miles of water front facing upon one of the finest of harbors, suitable for manufacturing sites, ship yards and other extensive works. A city water system is being put through and the new Elwha River Power Company will supply power for the electric light system being introduced. From Port Orchard a full sweep view of the Navy Yard is seen with panoramic effect.

CHARLESTON

Charleston is situated at the west entrance to the Puget Sound Navy Yard. Its water front extending for one and a half miles upon Port Orchard Bay is available for business and factory sites, and the steamboat pier is owned by the city. There are good schools and churches, good stores, a weekly newspaper, graded streets with concrete walks, electric lighting system and a fine city water supply. The attractions are such that the city is fast growing as a residence town, with low rents, and within easy communication with Seattle and other Sound cities. The city government is economically conducted, and there is an active Commercial Club enlisted in good work for the city and the interests of the surrounding territory.

Port Blakeley is an important milling and shipbuilding town of nearly 2,000 people, opposite Seattle. Its lumber goes to all parts of the world.

Port Gamble is a sawmill town of importance contributing to the large output of lumber shipped out of the county.

Chico, Tracyton, Keyport, Poulsbo, Seabeck, Crystal Springs, Colby, Bangor, Burley, Port Madison and Olalla are all villages, making progress as agricultural centers, in the lumber industry and as places for summer homes for business men.



CITY OF CHARLESTON, AND PORTION OF PUGET SOUND NAVY YARD, ADJOINING
This view is one taken from the heights in the residential section of Charleston, looking across the Sound towards Port Orchard.



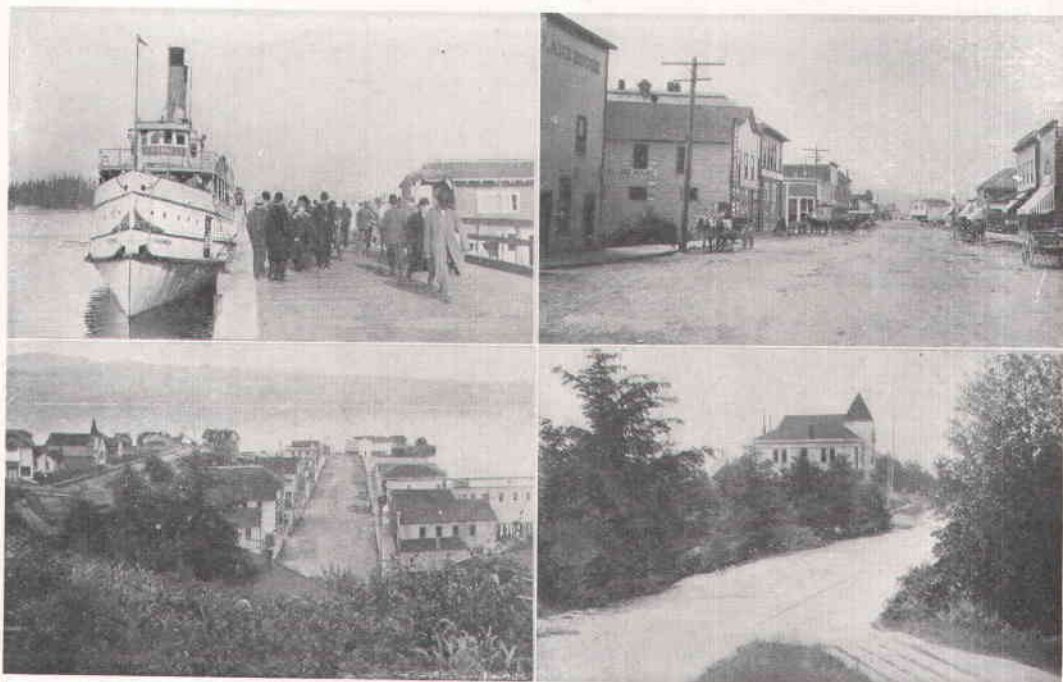
PORTION OF THE WATER FRONT AT CHARLESTON

Charleston, situated upon the western border of the Puget Sound Navy Yard and fronting upon Port Orchard Bay, is a thriving city, increasing in population and improving every year. It is finely located with its residential section running well up the hills and commanding views inland as well as of the waters of the Sound.



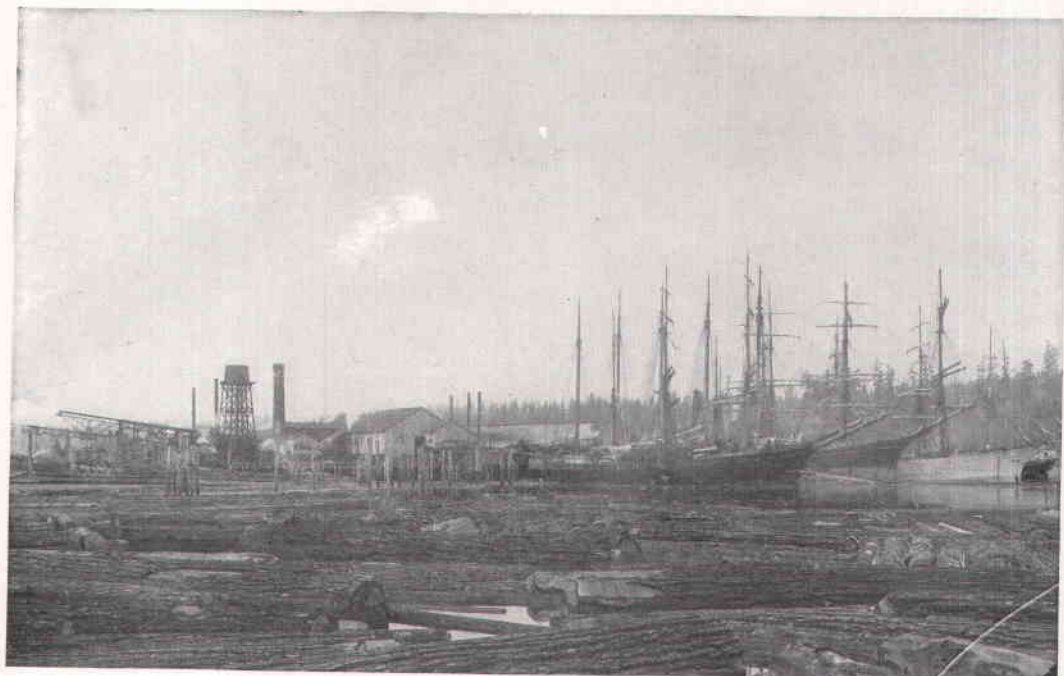
PORT ORCHARD

Port Orchard, the county seat of Kitsap County, rests upon high ground, which rises gradually from the southern shores of Port Orchard Bay, directly opposite the Puget Sound Navy Yard. It is the business center for southern Kitsap County, with a fertile tributary country of 100 square miles. Conveniently located near the large cities of the Sound, as well as near the Navy Yard, with steamboats calling many times daily, the markets are of the best. Port Orchard enjoys modern conveniences, has a fine climate, the finest of water and mountain scenery and is an ideal home community.



SCENES AT PORT ORCHARD

1 Central Wharf. 2 Bay Street. 3 Bay Street from Fort Hill. 4 Kitsap County Court House, from Sidney Street.



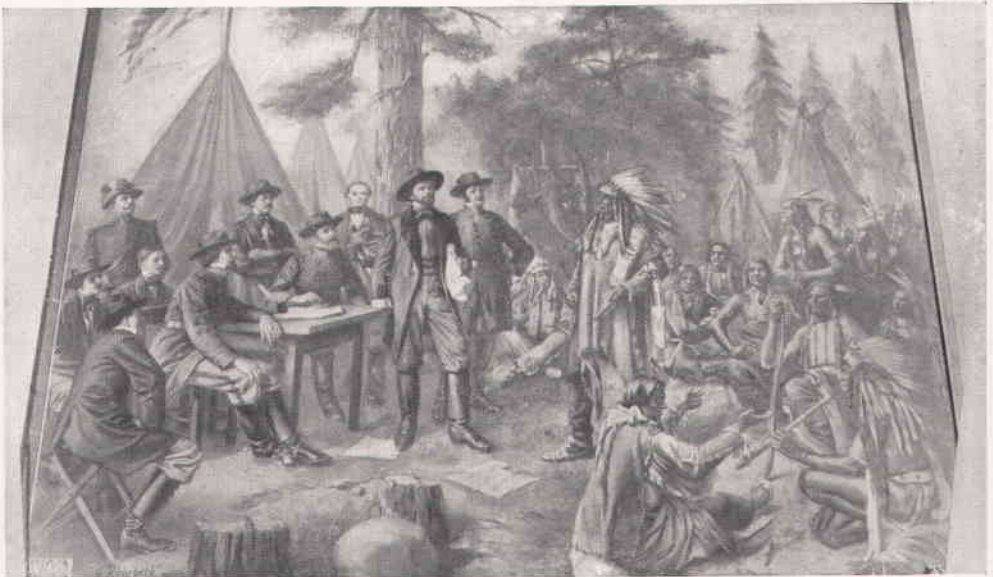
A LUMBER MILL AT PORT GAMBLE

Scattered here and there throughout Western Washington, hidden in bays and inlets, are little communities of which a lumber mill is the center and the life. Men work and sleep, ships come—load and go—and the saws buzz on forever. For a period of fifty-six years the waste pile at this mill had burned incessantly—without ever dying out. Port Gamble is on the picturesque Hoods Canal, thirty-eight miles from Seattle.



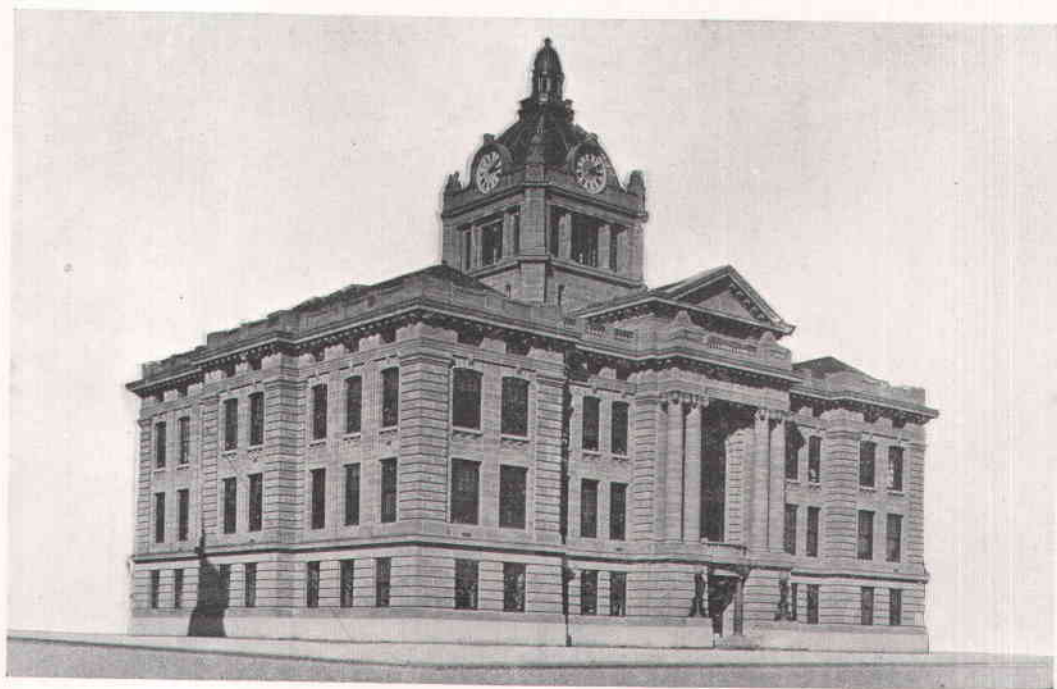
DISCOVERY OF GRAYS HARBOR

Great historical painting in hall of the new Chehalis County Court House, commemorating the discovery of Grays Harbor, by Capt. Robert Gray in 1792.



THE CHEHALIS TREATY

Grand historical painting in the hall of the new Chehalis County Court House, commemorating meeting and negotiations of Gov. Isaac Ingalls Stevens and party with the Chehalis, Quineault and Quillayute Indians, in February, 1854, which finally resulted in the signing of the treaty, provisions of which are still in force. These remarkable paintings are by F. Rohrbeck, and are of the same spirited character as "Westward Ho!" and others in the historical Capitol at Washington, D. C., being as brilliantly colored and striking. They are well worth a journey to see, and are exceedingly creditable to the people of Chehalis County, in thus recognizing the value of pictorial chronicles of early historical events.



NEW PALATIAL CHEHALIS COUNTY COURT HOUSE AT MONTESANO

This grand building stands well back upon high ground in Montesano. It is a prominent feature in the landscape, being seen from a great distance. It is a typical structure, reflecting the boundless resources and wealth of the "Great Grays Harbor Country."

CHAPTER ELEVEN.

CHEHALIS COUNTY: ABERDEEN, HOQUIAM, MONTESANO, &c.

Chehalis is an Indian word said to mean "sandy river."

Chehalis County occupies the central portion of the tier of counties bordering directly along the Pacific Ocean. It is one of the large counties of Western Washington, having an area of 2,600 square miles. Experts have estimated that there are more than eight hundred thousand acres of standing timber in the county, an amount not equalled by any other county in the state. More than fifty lumber mills and shingle mills are in active operation. Some of these rank among the largest enterprises of the kind in the world. In addition to its timber resources, the county has much extremely fertile agricultural land. Fine crops of grasses, vegetables and fruits are raised, and general farming together with dairying and horticulture is becoming an important industry. Logged-off lands, suitable for any of the above purposes are available in abundance. These lands are to be had at moderate prices and under cultivation yield abundantly. The soil of the river bottoms is not surpassed anywhere in respect to richness and fertility. It is a deep alluvium and where properly

tilled yields extraordinary returns of all manner of temperate zone products. The taking, canning and packing of fish is another important industry. A number of salmon canneries are in operation and clams are also canned on a merchantable scale. Sardines are taken in great quantities. The raising of oysters is one of the leading pursuits. The rivers which empty into Grays Harbor and the Harbor itself have been and must always remain the chief means of transportation for this great section of country. In addition, the Northern Pacific railroad skirts both sides of the bay, and the Chicago, Milwaukee & Puget Sound and the Oregon-Washington Railway and Navigation Company both give splendid service. There is a logging road running from Shelton, in Mason County, to the ocean, going east and west.

MONTESANO

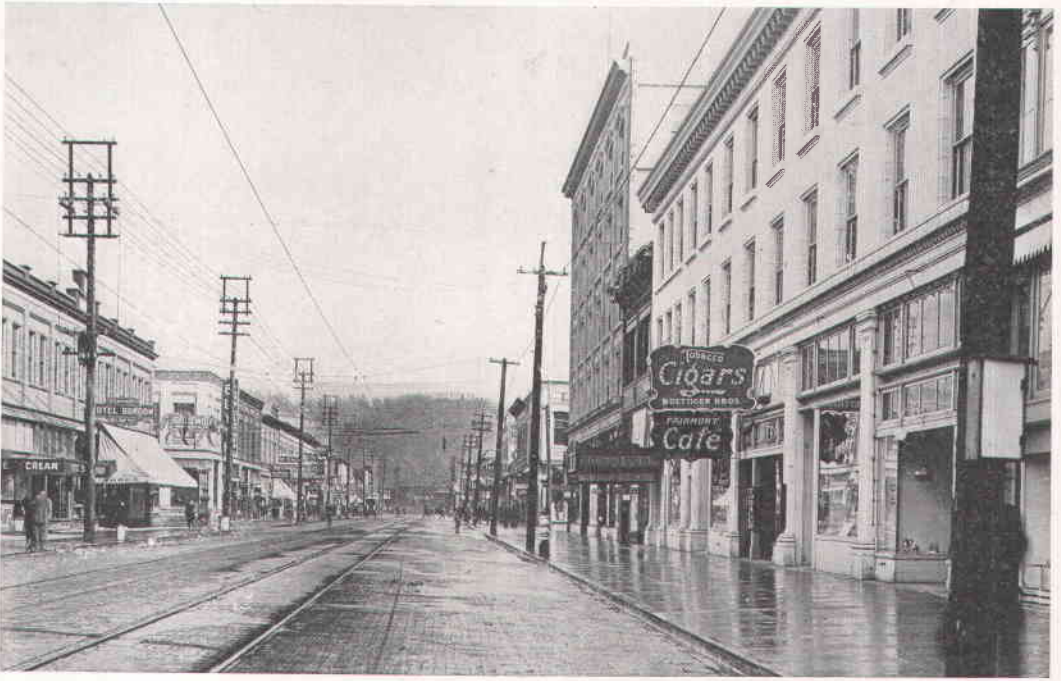
Montesano, the county seat, with about 3,000 population, is finely located upon rising ground which extends back from the Chehalis River. The new palatial county



ABERDEEN

"THE METROPOLIS OF SOUTHWEST WASHINGTON."

Aberdeen, at the head of Grays Harbor, in Chehalis County, is one of the greatest lumber shipping ports in the world. The general air of prosperity that pervades the City is quickly impressed upon the visitor. The principal streets are wide, well paved, and have fine substantial buildings upon them. In a circuit of the City, besides the lumber mills within its limits, one observes many offices of logging companies and lumber mills whose operations and plants are elsewhere in the Grays Harbor Country. Canneries and many manufactories are met. There are some extensive wholesale houses which distribute to retailers in a wide section, and several machinery manufacturers maintain branch offices and warehouses in Aberdeen. The city hall, the public library, the Elks' hall, the churches, the schools, the large hospital, and the extensive street improvements and regrades in process, tell of an enterprising citizenship. The City is at the confluence of two rivers, has a wonderfully fine harbor-way to the ocean, and is served by three transcontinental railroads. While everything indicates a progressive future development for Aberdeen, she is already a very attractive city.



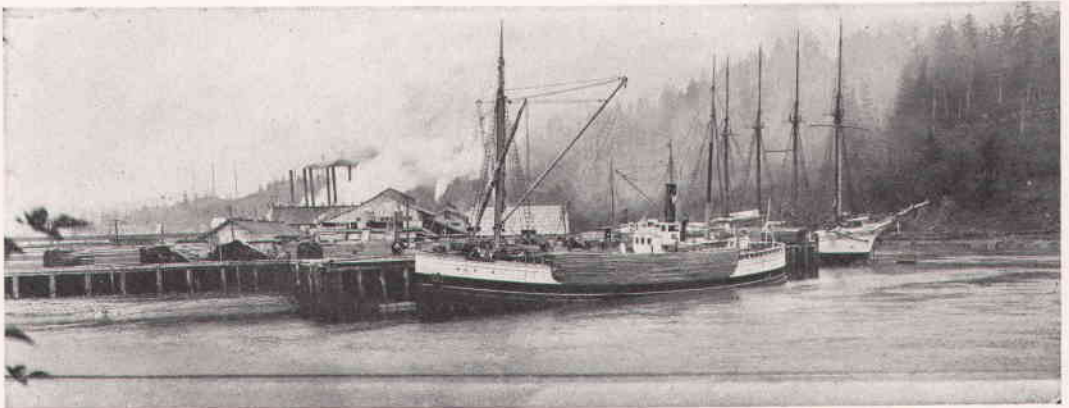
LOOKING EAST ON HERON STREET, ABERDEEN

Heron, a fine wide well paved thoroughfare, with hansom buildings on each side, is the principal business street of the City.



A SECTION OF THE CITY OF ABERDEEN

The view shows something of the waterfront along the Chehalis River. There is sixteen miles of waterfront and docks in use and available for manufacturing sites and shipping on the Chehalis and Wishkah Rivers.



THE E. K. WOOD LUMBER MILL AT HOQUIAM

One of the dozen great lumber mills—the industry that has built up the city of Hoquiam in a few short years. court house built upon the heights overlooks the city and valley. The wide and well-kept streets of Montesano, with its fine homes, green lawns, together with its well-stocked stores, all denote a prosperous community. Lumber and logging industries are still the most important pursuits of the people, but the agricultural lines are rapidly forging ahead. Montesano is located in one of the richest valleys in the state and has no superior as a dairy section. There are several churches in the city, good schools, a newspaper, a fire department, lighting and water systems, fraternal organizations, etc., making Montesano very desirable as a home town. Besides good railroad service the city is at the head of navigation upon the Chehalis River.

ABERDEEN

Aberdeen, as the stranger enters the city, impresses him as a metropolitan center,

well away from the other larger towns of Western Washington, and one which although enjoying a large measure of prosperous city life, gives promise of greater things in the future. The substantial buildings and well paved streets are impressive, while the regrading of hill sections in the residence portion of the city shows the abiding faith of her own citizens. Nature has been lavish in bestowing diversified attractions all about Aberdeen, and there are many picturesque hills and valleys surrounding the city. The forests of Chehalis County have made Aberdeen possible—made her a modern, progressive city. There are 15,000 people within the city limits, with the population rapidly increasing. Only two miles from the center of Aberdeen, upon one side, is Cosmopolis, and about four miles, upon the other, and nearer the Harbor, is the city of Hoquiam. While these



SCENE IN THE RAILROAD CAMP OF THE POLSON LOGGING COMPANY, OF HOQUIAM

The Polson Company is said to be the largest logging company in the world.



HOQUIAM, IN THE GREAT GRAYS HARBOR COUNTRY

Both of these views of Hoquiam show the upper reaches of Grays Harbor, beyond the city. Some of the great lumber mills, which built up the prosperous city, are seen, with the Hoquiam River and other waterways which give the city its unsurpassed shipping facilities.



DOCKS OF A GREAT LUMBER MILL AT COSMOPOLIS

The Grays Harbor Commercial Company, one of the large lumber companies, own these docks, and, also, are the mainstay, industrially, of Cosmopolis.



SPRUCE COTTAGE, COSMOPOLIS

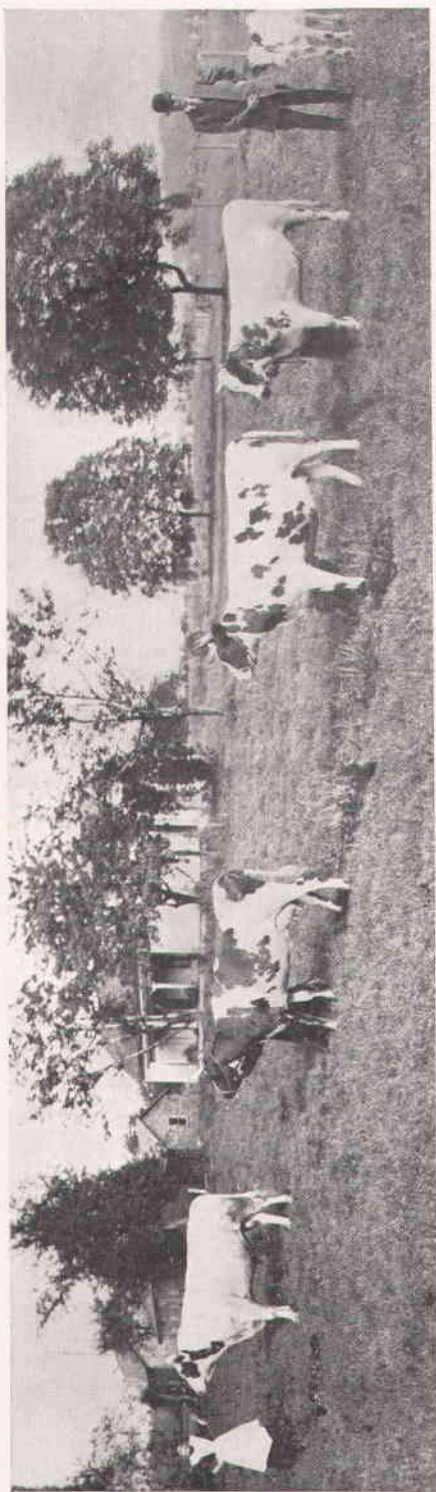
Spruce Cottage is built of woods, of various kinds, entirely the products of Grays Harbor forests. The furniture of each room was manufactured from woods to match the finish of such rooms. From this fact, and the hospitality of the owner, it is one of the notable places of the locality and much visited.



THE WHALING INDUSTRY AT GRAYS HARBOR

1 A Harpoon whaling gun. 2 Loading harpoon gun for second shot when first was only partially effective. 3 Overturned whales, inflated with air, to be towed to station. 4 A finback whale, which was 72 feet long and weighed 65 tons. 5 A 60-ton humpback whale, 60 feet long and 45 feet around. 6 The inside of a whale's mouth, showing the whalebone on the lower portion. 7 The whaling steamers. 8 The whaling station at Bay City, Grays Harbor. The methods employed are very effective and large numbers of whales are captured. There were seven brought in and awaited the rendering vats in one day in June, 1912.

Photographs copyrighted, 1912, by Lon Lewis.



CHEHALIS COUNTY DAIRY STOCK

The Stockwell show herd of pure bred Ayrshires, winners Southwest Washington Fair, Centrulia; Washington State Fair, North Yakima; Interstate Fair, Spokane, and Chehalis County Fairs, Aberdeen, Wash. Headed by champion bull Riverside Fizzaway, 19456. Part of herd of thirty owned by Meadow Brook Farm, Aberdeen, Wash.

two outlying towns are under entirely different civil governments, their lumber interests are identical with those of Aberdeen. They all help constitute the great lumber industry of Grays Harbor, and are frequently considered collectively. The highest authority conversant with the lumber trade has stated that: "More lumber is manufactured in Aberdeen and Chehalis County than in any other section of the world." It is estimated that there is an aggregate capital of \$15,000,000 invested in this industry in the "Great Gray's Harbor Country." Many of these lumber companies have headquarters in Aberdeen, as well as salmon and shell fish canning concerns. In municipal affairs the city stands in the front ranks with a fine school system, public library, a city hall, street car service, strong banking institutions, hospitals, and other public and semi-public utilities.

HOQUIAM

Hoquiam, with a population approaching 10,000 people is a bustling city, situated at the head of Gray's Harbor, her waterfronts lined with lumber mills and her streets with handsome stores. There are many modern, re-inforced concrete buildings, two banks, capitalized at \$100,000 and having deposits of \$1,125,000; also sawmills, shingle mills, sash and door factories, fish canneries, ship-building yards, machine shops, foundries and various smaller industries, with an aggregate annual payroll of approximately \$2,500,000, besides numerous timber and logging companies, with offices and bases of supplies in Hoquiam, having an additional payroll of approximately \$1,000,000. The schools have about 1,400 pupils, there is a new Carnegie foundation Free Public Library, and all the conveniences of a modern city are at the service of the people. The great lumber manufacturies constitute the main source of interest to visitors to the city. The summer places down the Harbor add greatly to the attractions for all classes. Moclips, Pacific, and the Quineault country on the north side of the Harbor, and West Port upon the south side, are also interesting summer resorts.

ELMA

Elma is a town of about 2,400 inhabitants and is located on the Grays Harbor and Summit branches of the Northern Pacific railway and upon the "Milwaukee." Farming, logging, lumbering and the creamery business are the chief industries of the town



DIGGING RAZOR CLAMS AT COPALIS

The canning of clams is an important industry. The whites, along the Pacific shore, engage in digging them to some extent, and the Indians quite generally. Copalis is a small village at the mouth of the Copalis River, which flows into the ocean from Chehalis County.



QUINEAULT, AN INDIAN VILLAGE ON THE SHORE OF THE PACIFIC

The Indian inhabitants of Quineault derive their livelihood from the fisheries and receive \$75,000 each season from their catch of "Blue Rock" salmon alone, which is disposed of in large measure at the cannery at Moclips.



PART OF THE SIMPSON DAIRY HERD OF HOLSTEINS, AT ELMA

Chehalis County is becoming famed for its large number of high-grade herds, and for its adaptability to the development of dairying as a specially profitable line of agricultural industry.



THE BEACH AT MOCLIPS

Moclips and Pacific Beaches, upon the Pacific, are reached by a branch of the Great Northern Railroad from Hoquiam, a trip which gives many picturesque scenes over both land and sea. Moclips is an interesting little summer resort.

and of the surrounding district. There are six churches in the town, well equipped schools, electric lighting plant, volunteer fire department and water system under municipal control. Elma is situated in a choice portion of the fertile Chehalis valley and there is nearby a large area of fine bottom land. Market gardening and dairying are carried on extensively.

Cosmopolis is a town of about 1,200 inhabitants, located in the Grays Harbor district, a short distance from Aberdeen, with which city it is connected by an electric car line. It has both railroad and water transportation. The principal industries are the manufacture of lumber, shingles, salmon packing, etc., while a number of mercantile establishments supply the wants of the community. The town has churches, schools, a free reading room and volunteer fire department and water and electric light companies.

Oakville is a town of about 400 inhabitants in the center of an important lumbering and farming district. The timber resources of this section are of immense value and the bottom lands are well adapted to general farming. Oakville is a growing town and developing rapidly.

Markham is a village located in a lumbering and logging district, with some stock

raising in the vicinity. There is considerable bottom land nearby that is highly suited for general farming.

Satsop is a village of about 200 people, on the line of the Northern Pacific railway and a few miles from the southern boundary line of Mason County. Logging, general farming and dairying make up the chief industries of the surrounding district.

A unique industry upon Grays Harbor is the only whaling plant in the United States. Four steel whaling boats, going to sea, bring back the big mammals, which are cut and ground up making oil, whale bone, fertilizer, and other by-products. This plant cost in the neighborhood of a quarter of a million dollars, and although only in operation for one year, has converted into oil, etc., nearly two hundred whales that averaged sixty-tons in weight. The average value of a whale is two thousand dollars, making a total valuation of the whales caught in 1911, \$376,000.00. The plant is at Bay City, well within the land-locked harbor, but near the ocean.

The federal government is expending millions of dollars at the entrance of Grays Harbor, building jetties and other permanent improvements for the benefit and safety of shipping and commerce.



THE CHEHALIS CITY HALL

THE CHEHALIS PUBLIC LIBRARY

CHAPTER TWELVE.

LEWIS AND COWLITZ COUNTIES: CHEHALIS, CENTRALIA, WINLOCK, CASTLE ROCK, KELSO, &c.

Lewis County was named in honor of Captain Meriwether Lewis, the explorer. Cowlitz County was named after the river which waters so wide an extent of territory on its course to join the Columbia.

Lewis County is one of the largest counties in western Washington, having an area of 2,593 square miles of territory and about 35,000 people. It occupies a large part of the drainage basins of two large rivers, the Cowlitz and Chehalis—one emptying its waters into the Columbia River and the other flowing into Grays Harbor. It reaches from the peaks of the Cascades 100 miles toward the ocean, but is cut off 30 miles from the coast, and is about 30 miles wide. Mount Rainier is just north of its extreme eastern

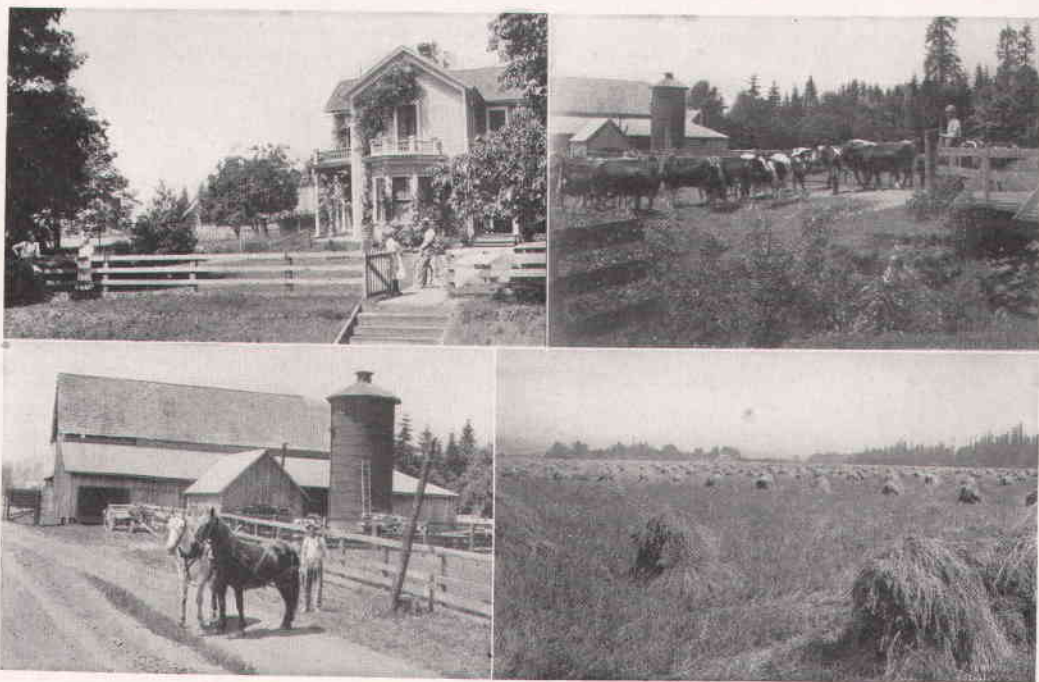
portion and about one-fourth of the county is within the Rainier forest reserve.

At present the chief industry of the county consists of manufacturing its forests into the various forms of lumber and its products. Next in importance probably are the precious metal and coal deposits of the county, which have, however, been but little developed. The coal measures include bituminous, lignite and anthracite and are of great extent in the foothills of the eastern part of the county. Two systems of railroads have been



CHEHALIS FACTORY OF THE PACIFIC COAST CONDENSED MILK COMPANY

An important factor in the development of the dairy industry in the agricultural territory for which Chehalis is the center.



SCENES ON A RANCH SUCCESSFULLY RUN BY A WOMAN

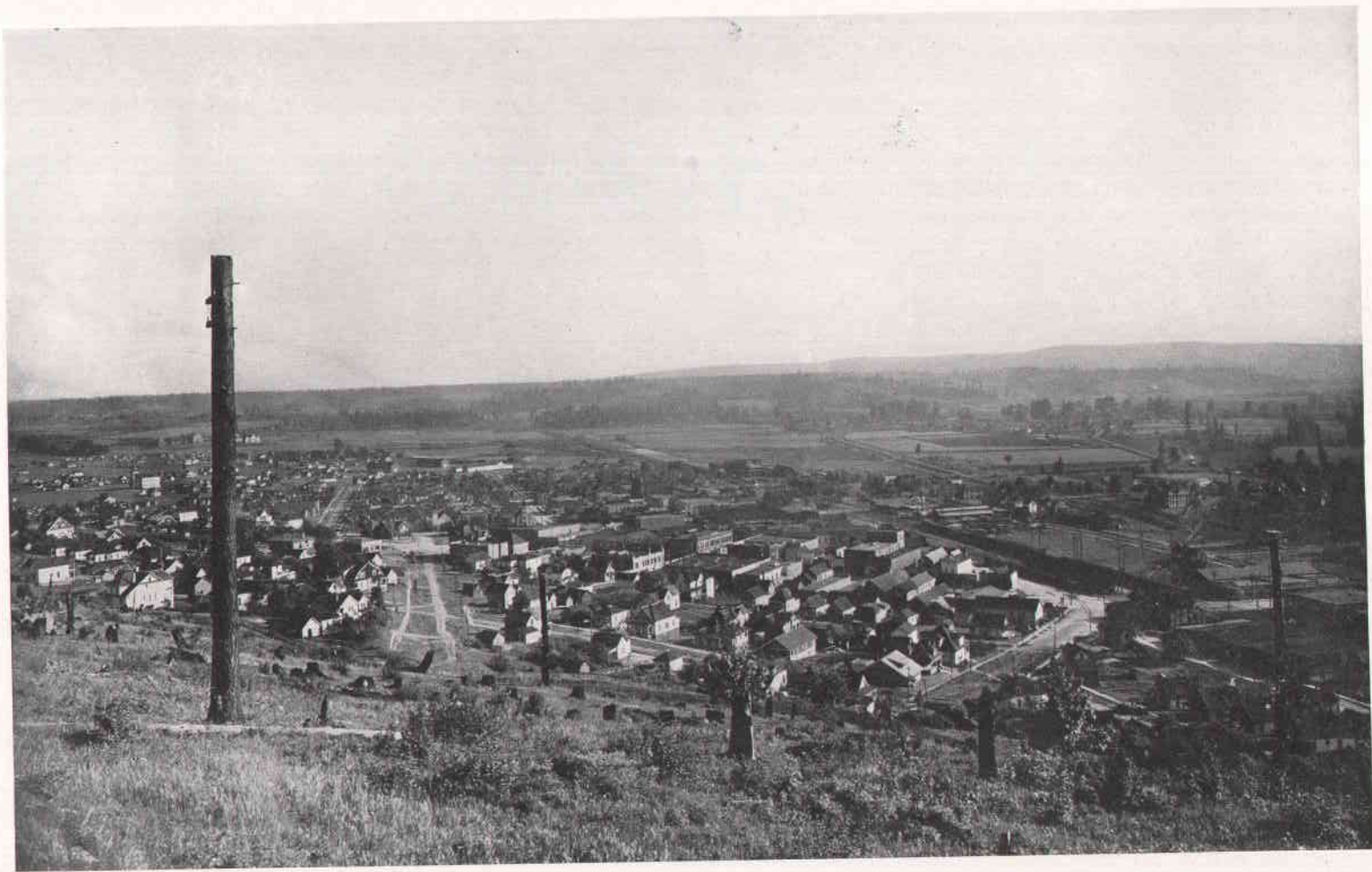
1 The farm home. 2 Part of dairy herd. 3 Barn and silo. 4 Oat field. All scenes upon the Gregg farm at Adna, near the city of Chehalis, Lewis Co. This successful woman farmer is a winner of many prizes for excellence of dairy products.

projected into these fields, and the nearest, carrying lignite and bituminous coals, are being commercially developed. Agriculture, including especially dairying and fruit culture, takes the place of the forests as they are removed and bids fair to reach in importance the lumber and coal resources. Lewis County is in the path of all railroads coming in from the south or through the Columbia gap in the Cascades. From Chehalis the Northern Pacific railway branches off, following the upper reaches of Chehalis River and ending on Willapa Bay, while from Centralia the same road branches, following the lower Chehalis River, to Grays Harbor.

CHEHALIS

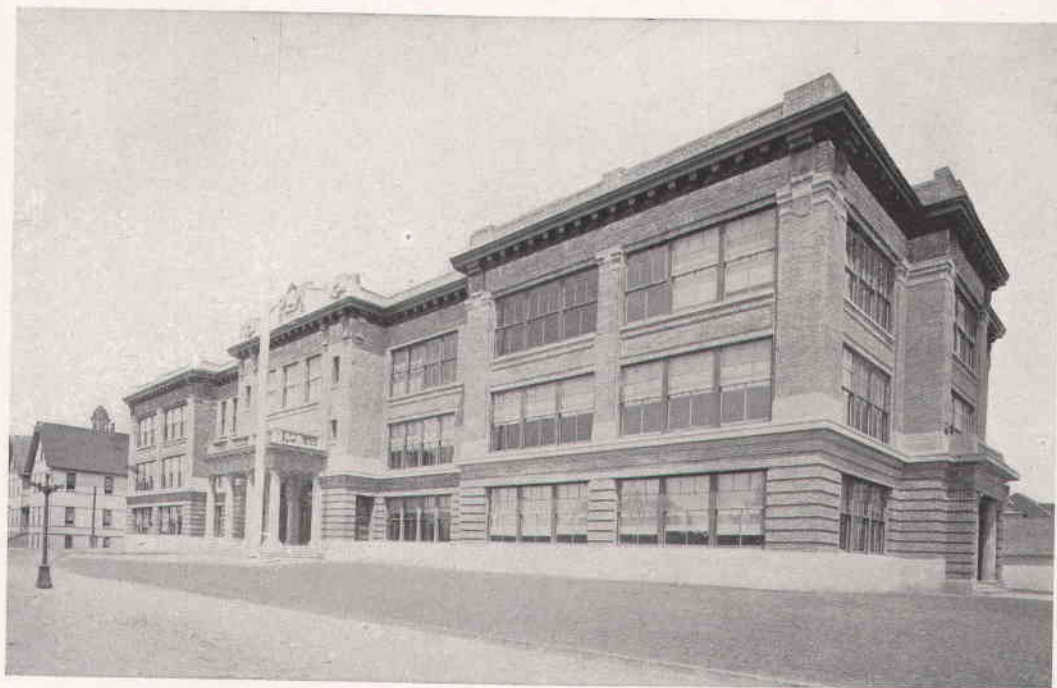
Chehalis, a city of about 5,500 population, is the county seat of Lewis County, and one of the leading cities of Western Washington. It is located in the fertile valleys of the Chehalis and Newaukum Rivers, about half way between Portland and Seattle, on the main line of railway travel. It is the trading center of one of the most completely developed agricultural section of Western Washington, which insures a stability to the town at all times. It is one of the principal banking and business centers of Lewis Coun-

ty. While not the largest in population, of Western Washington cities, by any means, yet the energy and enterprising spirit of her citizens has given the city high standing as one of the most active and progressive communities in the state in pushing development of resources and advancing material improvements. This spirit of progress extends its influence far beyond the borders of Lewis County. Near the city, and even within the city limits are large coal mines in daily operation. Tributary is an immense amount of standing timber. The soil is very fertile, affording ideal conditions for fruit and berry raising, dairying, grain growing and hop raising, all of which activities are well developed. The city has also become a manufacturing center with saw and shingle mills, brick and tile works, ice plant, machine shops and foundries, cement block works and mattress factory. There is a branch of the Pacific Coast Condensed Milk Co., which distributes large sums to dairymen of the vicinity. The business houses are numerous, with up-to-date structures; the business streets are paved and many of the residence streets macadamized. The city has a splendid water system, electric lights and power plants, telephone system, and a free public



THE CITY OF CHEHALIS, LEWIS COUNTY

Chehalis, the county seat of Lewis County, is a fine compact city of 5,500 population, located in the valleys of the Chehalis and Newaukum Rivers, ninety-four miles south of Seattle. It is surrounded by a territory of great resources, and by a large number of highly cultivated ranches, which stretch in all directions. The City is a prosperous business center.



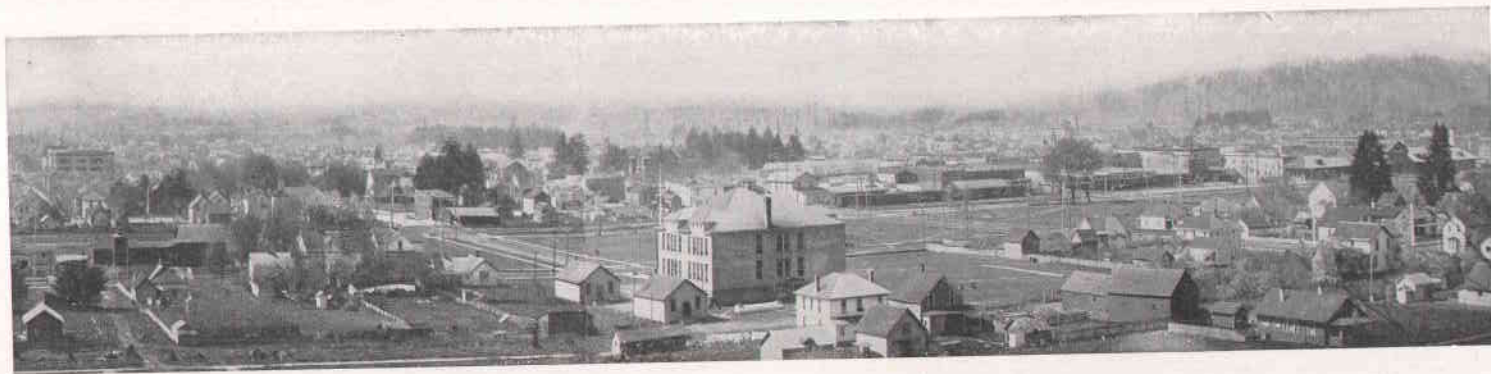
THE NEW HIGH SCHOOL AT CENTRALIA

This beautiful new High School building cost \$150,000, and was first occupied for the school year of 1912-13.



SOME CENTRALIA RESIDENCES

Throughout Centralia are many handsome new homes, fine specimens of modern architecture, telling of the prosperity of the city, and the refined taste of the citizens. 1 The Ward residence. 2 The Daubney home. 3 The Johnston residence. 4 Dr. Kniskern's residence.



VIEW LOOKING TOWARDS CENTRALIA, WITH CENTER OF CITY IN DISTANCE

The City of Centralia stretches north and south for two to three miles following the railroad. In recent years it has spread west over the plain towards the valley of the Skookumchuck, developing into a fine home city.



THE NEW UNION DEPOT AT CENTRALIA

This grand new Union Railroad Station was dedicated to the use of the people of Centralia, and the traveling public, with interesting ceremonies, on June 1st, 1912. It was erected at an expenditure of \$100,000. Forty passenger trains arrive and depart from the station daily.



NEW DEPOT AT WINLOCK, LEWIS COUNTY

Winlock is a thriving lumber town and agricultural center with excellent railroad connections with the large cities both north and south.

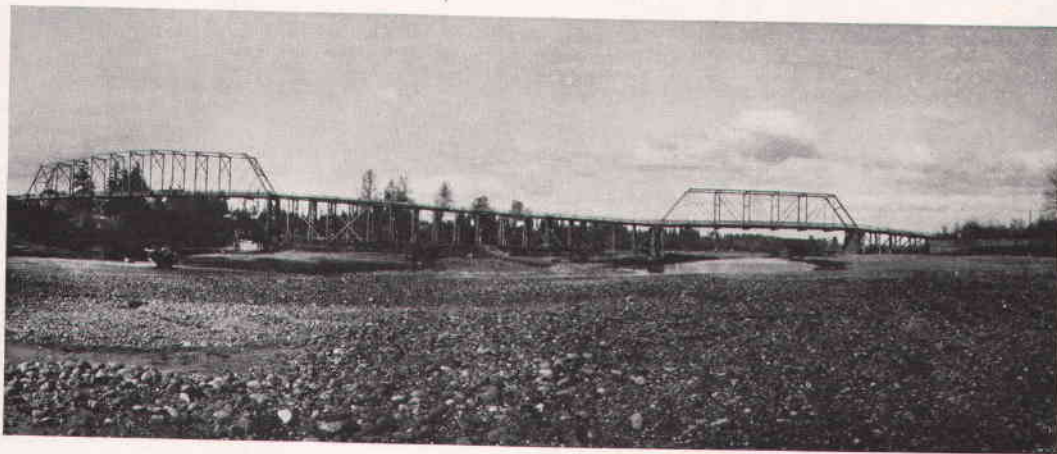
library. There is an excellent public school system, and there are eight churches. In common with most of our Western Washington cities, the territory surrounding Chehalis has sightly hills and valleys, giving a variety of pleasing scenery.

CENTRALIA

This city of about 9,500 people, situated in the valleys of the Chehalis and Skookumchuck Rivers, in Lewis County, is well located to become a leading commercial and manufacturing city. Among its prominent resources is the timber in close proximity to the city. Near by are no less than seven coal mines which produce an excellent quality of lignite coal. Surrounding the city we find fertile farming lands, where im-

mense quantities of oats, barley, hay and potatoes are grown, while great numbers of hogs, cattle, sheep, goats and horses thrive here. In late years dairying in this section has grown, and the markets for dairy products are unlimited. In the territory surrounding Centralia are grown many varieties of fruits and berries. Transportation facilities are afforded by eight different railroads and branch roads, and more than forty passenger trains arrive and depart from the new depot in Centralia daily.

The city has an electric car system, connecting with Chehalis, and is supplied with an abundance of pure water. There are four banking institutions; almost all the Christian demoninations are represented by churches, and the schools are well known



LONG BRIDGE OVER THE COWLITZ RIVER AT TOLEDO

Originally there was but one span to the bridge over the river, but floods came and with subsiding of the waters, two channels were where but one was before, and the second bridge was a necessity.



A NEW BUSINESS SECTION IN WINLOCK

Since the destructive fire which wiped out a large part of the business portion of Winlock the property owners have had the section rebuilt of concrete, brick and other enduring material, a block of which is shown by the engraving.

for their excellence. Added to this, Centralia is an ideal home town. It has all the modern conveniences; its streets are well paved, and there are both gas and electric light, power and heating systems. Many prosperous and attractive homes abound in and near the city. During the past year many marks of progress have been seen about the city. A new high school has been opened; a public library is being erected, and a great, handsome passenger depot has been put to the use of the traveling public.

Winlock, a town of 1,200 population, on the main line of all the great railroads running between Seattle and Portland, is a lumber and agricultural center. The territory surrounding the town is being devoted to dairying and kindred lines. The town recently had a visitation of fire and since then has been largely rebuilt of brick and concrete. There are good schools, churches and electric lighting and telephone systems. The town is frequently called the "Bungalow City," on account of the prevalent style of architecture. The town site is very pleasing, being varied with hills, vales and flowing creeks.

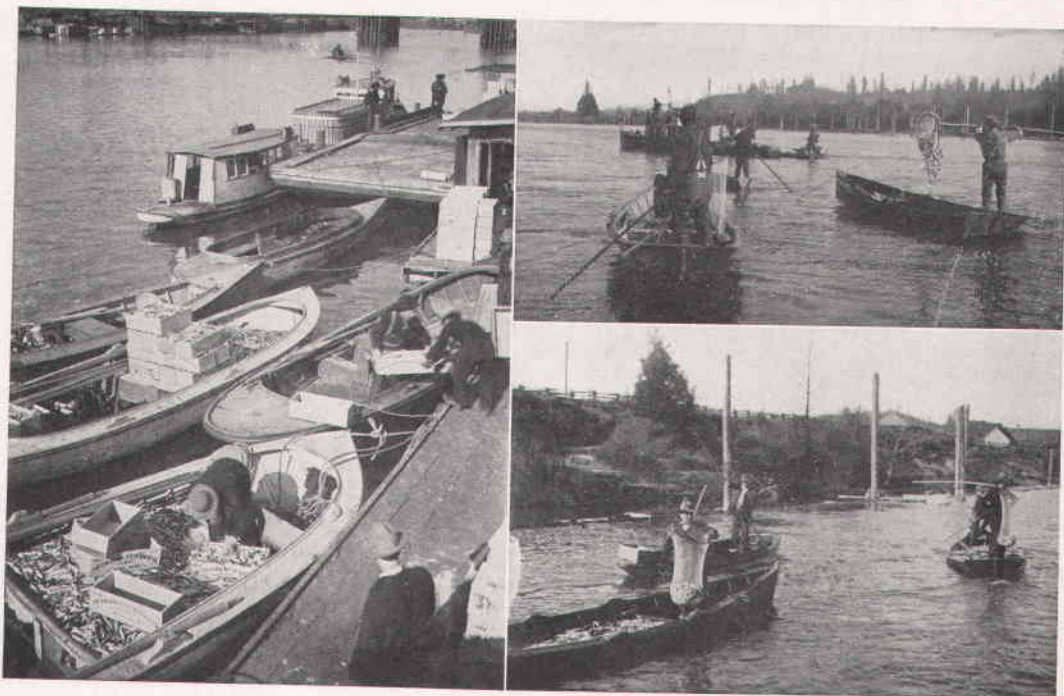
Pe Ell is a town of 1,000 people on the South Bend branch of the Northern Pacific

railway, chiefly engaged in milling and agricultural pursuits.

McCormick, Littell, Kosmos, Little Falls, Adna, Dryad, Doty and Kopiah are all active busy centers of industry in various parts of the county.

COWLITZ COUNTY

Cowlitz County lies immediately north of Clarke County, bordering about 40 miles on the Columbia River. It has about 1,100 square miles of territory, and about 13,000 people. The southwestern portion is largely composed of level valley lands, while its northeastern part is occupied by the foothills of Mount St. Helens. The drainage is all westerly and southerly into the Columbia River. Cowlitz River is navigable as far as Castle Rock, and is an important factor in the transportation problem. Timber is the great source of industry, the county having about two-thirds of its area heavily covered. About 40 saw and shingle mills are engaged in disposing of its logs. Agriculture follows close upon the heels of the lumberman everywhere in Western Washington, and nowhere are better results in general farming and dairying obtained than in Cowlitz County. Cowlitz coal fields have not yet been largely utilized. Aside



SMELT FISHING ON THE COWLITZ RIVER AT KELSO

1 Casing the smelt to send away to the distant markets. 2 and 3 Taking the smelt from the river with dip nets. Every season, except one out of seven, the smelt ascend the Columbia River from the ocean, enter the Cowlitz and seek their spawning beds in the upper waters of the stream. They appear about the holidays, and make three "runs," lasting from thirty to sixty days. In one day there has been twenty-seven tons caught and shipped out of Kelso.

from the river navigation, this county is well supplied with transportation facilities by rail. The valley of the Cowlitz River affords the natural highway for roads between the Columbia River and Puget Sound.

KELSO

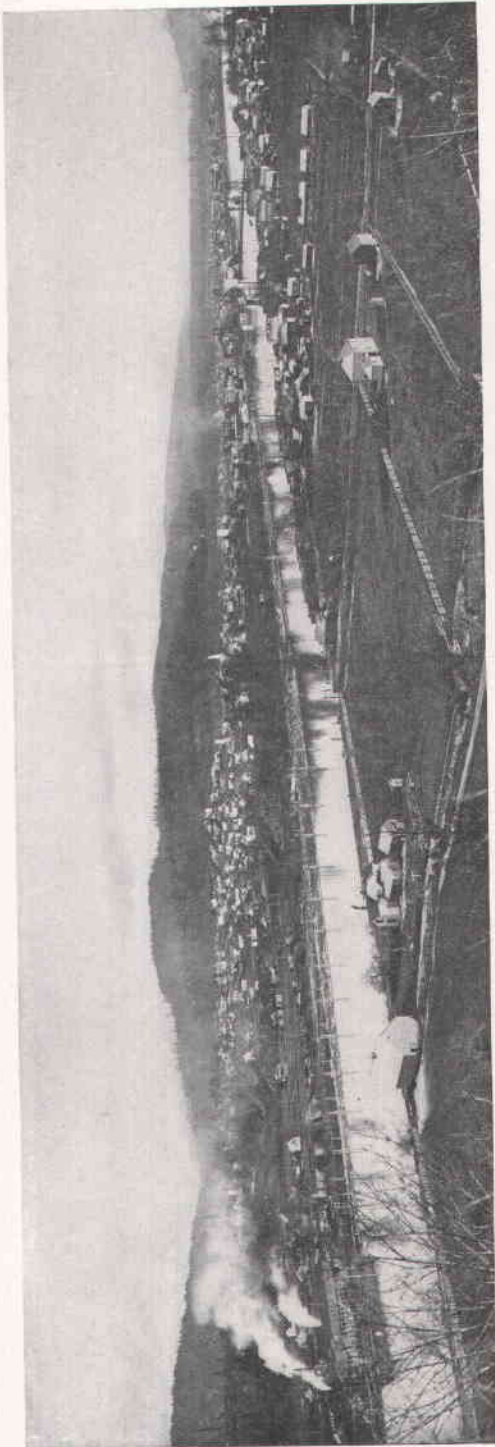
Kelso is a prosperous city of about 2,300 situated on the east and west banks of the

Cowlitz River, four miles above its confluence with the Columbia. It is on the main line of four railways, the Great Northern, Oregon-Washington Ry. & Nav. Co., the Milwaukee and the Northern Pacific. Kelso's resources are lumbering, agriculture, dairying and fisheries. In the vast forests at hand logging is carried on on an immense



A FINE DAIRY HERD, IN THE COWLITZ VALLEY, NEAR KELSO

"It is safe to say that no class of men is making larger or more continuous profits from Kelso lands than the dairymen."



KELSO, COWLITZ COUNTY, SHOWING THE COWLITZ RIVER FLOWING THROUGH THE CITY

One of the most important uses which the Cowlitz serves, for the people of this region, is floating logs that come from the great forests. Formed into huge rafts, the timber is transported to Port and Astoria, and by the Pacific Ocean, as far as San Francisco and San Diego.

scale. In or near Kelso are six lumber mills and six shingle mills. The crops grown on Kelso lands include grain, hay, vegetables, fruits and berries. Poultry raising is highly profitable. The town is the center of the smelt fishing industry on the Pacific Coast, while salmon, trout and other fish are taken in season. There is a fine city water system, fire protection and electric lights. The educational facilities are complete, with a full high school course. There are six churches and fraternal organizations are well represented. In the town are a number of substantial business blocks, and the residences of the citizens are attractive and comfortable. There are two banks, good hotels and thirty-two blocks of the principal streets are now paved with bitulithic pavement. Everywhere about the town are the evidences of thrift and enterprise.

CASTLE ROCK

Castle Rock is one of the most thriving towns of Cowlitz County. It is an important station on the railroad and is the head of commercial navigation on the Cowlitz River. The present population is approximately 1,100, and about one-third of this number are interested in logging and shingle making, the leading industries of the district. The future of the town is fully assured by its proximity to the Mt. St. Helens mining district, where large copper deposits have been developed. There are also large deposits of high grade soft coal. The logged-off lands of the district have been found to be some of the most highly productive and profitable fruit lands of the state. The city is electric lighted, has a gravity water system and is thoroughly sewered.

KALAMA

Kalama, the county seat, is located on four railroad lines using the track from Portland to the Sound cities, and also on the bank of the Columbia River. Fishing, logging and the manufacture of lumber are the chief industries. There are good public schools, four churches, a volunteer fire department, a public lighting and gravity water system and an electric power plant. Kalama is well located upon the river bank, and is growing in number of inhabitants. Paved streets are being laid and the citizens are awakening to the realization of the great opportunities afforded by favorable location and abundant agricultural resources.

Ostrander is a village of about 300 popu-



THE HIGH BRIDGE, CASTLE ROCK

Castle Rock, is upon the Cowlitz River, a tributary of the Columbia, and thereby has water transportation to the great markets, as well as being an important railroad town, and the business center of a fine lumber and agricultural section.

lation, located in the fertile valley of the Cowlitz River and on the line of the railroads. There are logging camps, saw and shingle mills in the vicinity and there are broad areas of fine grazing and farming lands. In addition to the railroad, steamers ply on the Cowlitz River.

Carrolton is a village located on the Columbia River, and having also railroad transportation. It is surrounded by a logging and farming community. On some of the nearby ranches the finest of fruits are produced.

Catlin is located in the southern part of the county a few miles west of Kelso, the nearest railroad station. The valley lands

surrounding the town are extremely fertile and produce fine crops of vegetables and choice fruits. Dairying is becoming an important industry.

Ariel is a village of about 200 people, located on the Lewis River and enjoying steamer transportation facilities. Logging and lumbering are the chief industries, with some stock raising in the district.

Lexington is a community of about 300 people located on the Cowlitz River, a few miles from Ostrander, the nearest railroad point. Steamers running on the river afford the principal means of transportation. Logging, lumbering and farming are the chief industries.



A Group of Southwestern Washington Strawberry Pickers



MT. ST. HELENS, FROM SPIRIT LAKE

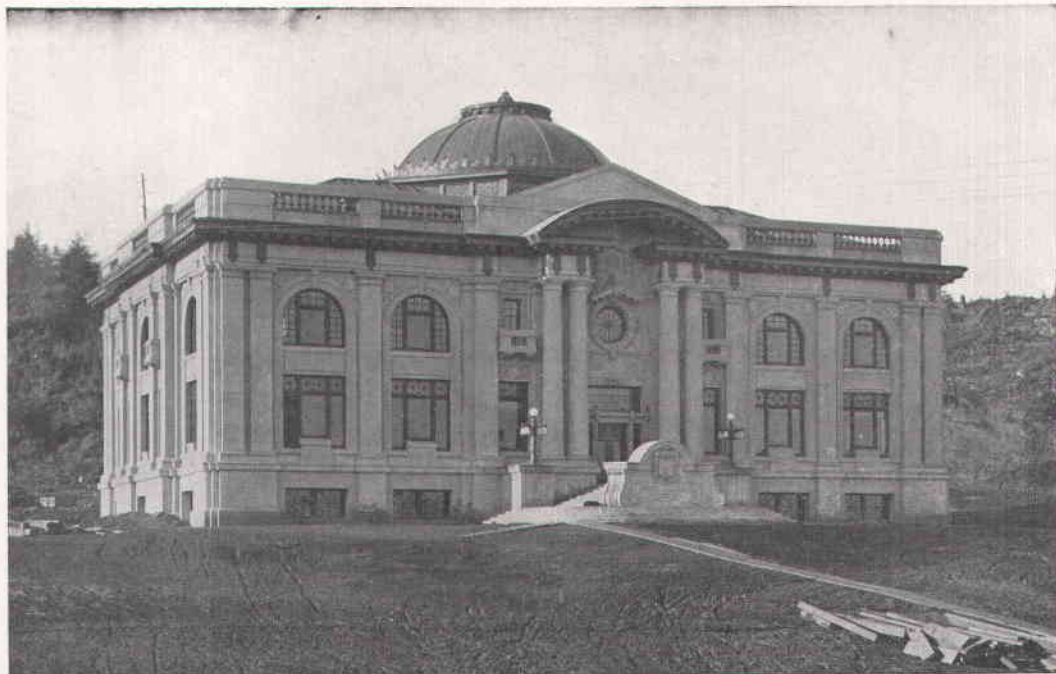
"St. Helens, in most respects, is a typical volcano (extinct) and it affords an excellent opportunity to see and study vulcanism. It is visible from many points between the southern part of Puget Sound and the Columbia River. Most visitors leave the train at Castle Rock and go to a camp at Spirit Lake, at the foot of the mountain on the north side." The mountain is 10,000 feet high. It was named by Vancouver for Lord St. Helens, of England.



SOUTH BEND, PACIFIC COUNTY

"THE BALTIMORE OF THE PACIFIC."

South Bend, the county seat of Pacific County, is located upon Willapa Harbor, eighteen miles from the Pacific Ocean. The City stretches along a bend in the Willapa River, near its mouth, from which it gets the name of South Bend, for four miles. This distance is now traversed by a new electric street car line, which also connects South Bend with the City of Raymond further up the Willapa River. From the fact that it is headquarters for a great number of oystermen and for a wide district given mainly to the oyster industry, South Bend is frequently called the "Baltimore of the Pacific," a well deserved title. The great returns from the fisheries about Willapa Harbor, with the industries connected with forest products has prevented poverty, and there is no poor class, but different degrees of prosperity prevailing. South Bend, with nearly ten times as many people as ten years ago, is a rich city, having strong banks, enterprising merchants and an increasing number of manufactories, and is rapidly coming to the front as a Pacific Coast city and seaport.



PACIFIC COUNTY COURT HOUSE, SOUTH BEND

The new County Court House is a handsome modern structure, grand in its simplicity of architecture. It may be said of its interior and furnishings that they are elaborate in finish, yet of most solid and substantial character.

CHAPTER THIRTEEN.

PACIFIC AND WAHAKIUM COUNTIES: SOUTH BEND, RAYMOND, ILWACO, CATHLAMET, &c.

Pacific County was named for the Ocean, its west boundary.
Wahkaikum County was named for a chief and tribe formerly inhabiting the north bank of the Columbia River.

Pacific County is the extreme southern county, which borders on the ocean at the mouth of the Columbia River. It has 900 square miles, with about 100 miles of salt-water frontage. Willapa harbor, at the northwest, is a natural harbor, while Shoalwater bay, a body of water 20 miles long and separated from the ocean by a long slim peninsula, furnishes probably the best breeding ground in the state for oyster culture. The county at large is an immense forest, in the center of which is a range of hills dividing the watershed so that some of the streams flow into the Columbia River at the south, some west into Willapa harbor, and others, through the Chehalis River, reach Grays harbor. As already indicated, its timber and its fisheries are the great sources of wealth for the county, although stock-

raising, dairying, fruit-growing and general farming are constantly growing in importance. The county probably has eleven billion feet of standing timber. Both native and cultivated oysters are largely marketed, as are also clams, crabs, shrimp and fish. A splendid market for all farm products is afforded by the mills and lumber camps and summer campers on the beach. The Northern Pacific railway reaches Willapa harbor, cutting the county centrally east and west. On the long ocean beach from the mouth of the Columbia River northward is a railroad about 20 miles long, made profitable by the extensive patronage of the summer campers. Added to these are the water crafts which frequent the harbor and the Columbia River, and altogether make access to all parts of the county easy.



GRAZING YOUNG STOCK AND GOATS UPON LOGGED-OFF LAND

In this way hundreds of small ranchers are able to take immediate advantage of the fertile soil, for sweet grasses soon cover the ground between the stumps when the brush is cropped down. Here and there are to be found far-seeing men who are getting together foundations of beef types of cattle to be raised on these lands, in addition to dairy herds. Stock can graze, where the tracts are extensive, nearly all the year. A few roots help the stock through the winter. Meantime the land is becoming immensely more valuable for pasturage, and more available for crops—hence greatly enhanced in money value.

SOUTH BEND

South Bend, the county seat of Pacific County, is situated near the mouth of the Willapa River, at the head of Willapa Harbor. It has between 3,500 and 4,000 population, and is rapidly growing. The harbor is capacious, well protected and has fine anchorage. Being the oldest city with its location nearest the ocean, South Bend naturally leads in many industries. All the towns and villages, however, of the great watershed known as the Willapa Harbor country share in the benefits of the natural resources with which the Harbor country is bountifully favored. In this way the towns must, many times, be considered collectively when the wonderful resources of the country are considered. Thus, the daily cut of lumber mills of the Harbor for 1912 has been an average of 1,125,000 feet of lumber, and 1,100,000 shingles have been produced daily. The greater part has gone to either foreign countries or to domestic ports via Willapa Harbor. The balance has gone east by rail, to points as far as the Atlantic coast cities. The fisheries have had a great expansion in

the last nine or ten years. The oyster output has increased from \$75,000 in 1902 to \$240,000 in 1911. Salmon values increased from \$75,000 in 1902 to \$210,000 in 1911. Clams and crabs caught in 1911 were valued at five times more than the season's catch in 1909, or from \$12,000 to \$60,000. There were 40,000 crabs caught in one month, or 20 tons, in 1912. There are seven rivers entering Willapa bays, along which are some of the most fertile tide lands in the state. Conditions are most favorable for raising vegetables, for stock-raising, dairying and general farming. The Harbor cities offer a good market for all eggs, poultry, etc., that can be raised. The county is building highways and good roads leading to the fertile lands. Thirty miles are now under construction by the county and 1912 road building will cost \$200,000. Long Beach, Tokeland, Klipsan and Ocean Park beaches are all situated a short and delightful sailing distance from South Bend. The fame of these beaches is spreading, and many people from the inland cities are building homes at various points.



NEW HOME OF THE SOUTH BEND COMMERCIAL CLUB

This new spacious Club House, owned by members, was opened on Jan. 1st, 1912. It cost \$15,000, and was built to answer every requirement for social and exhibit purposes. There are two hundred and twenty-five members.



SCENES ABOUT SOUTH BEND

1 Grading Water Street. 2 Steamer Herm leaving South Bend with 3,200,000 feet of lumber, for Buenos Ayres. 3 Steam lumber schooner entering Willapa River. 4 Picturesque old road to Raymond, now being superseded by a new modern boulevard



THE NEW HOTEL RAYMOND AND NEW BANKING ROOMS OF THE RAYMOND TRUST COMPANY

These fine new buildings are late additions to the substantial new business center of the vigorous young City of Raymond.

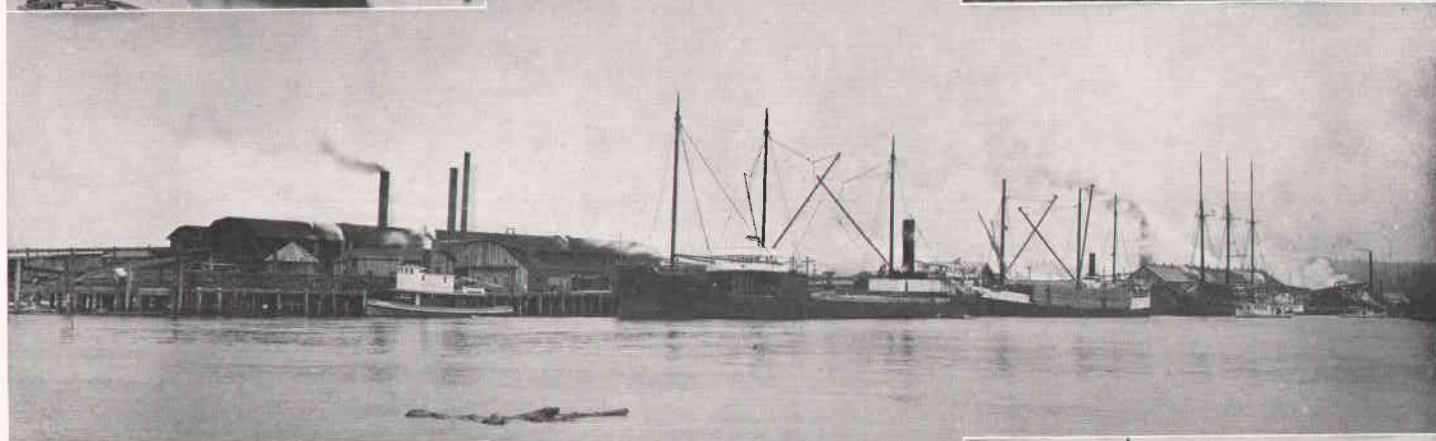
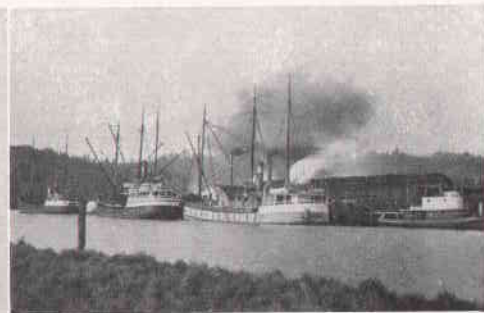
Boats leave South Bend and Raymond every day, and twice a day during the summer months. Visitors at the beaches find a diversity of pleasures; sea bathing, clam digging and motoring, and its fishing rocks appeal especially to the angler. The city of South Bend itself is picturesquely situated, and forms a pleasing picture, following the crescent of the river. The court house and other buildings are set well back upon the hill. The city is the terminus of the Northern Pacific railroad, has six fine churches, five schools, a free public library, electric cars and lights, mountain spring water, the

U. S. customs house, ten secret and benevolent societies, a new court house which cost \$175,000, a new Commercial Club house costing \$15,000, and important public street and sewer improvements are now going on. A progressive spirit is animating the citizens of South Bend, and the city is being made ready to move forward with the opening of the Panama Canal, an event from which much is anticipated; or to push forward development of the Willapa Harbor resources, which are not dependent upon any one event for their advancement.

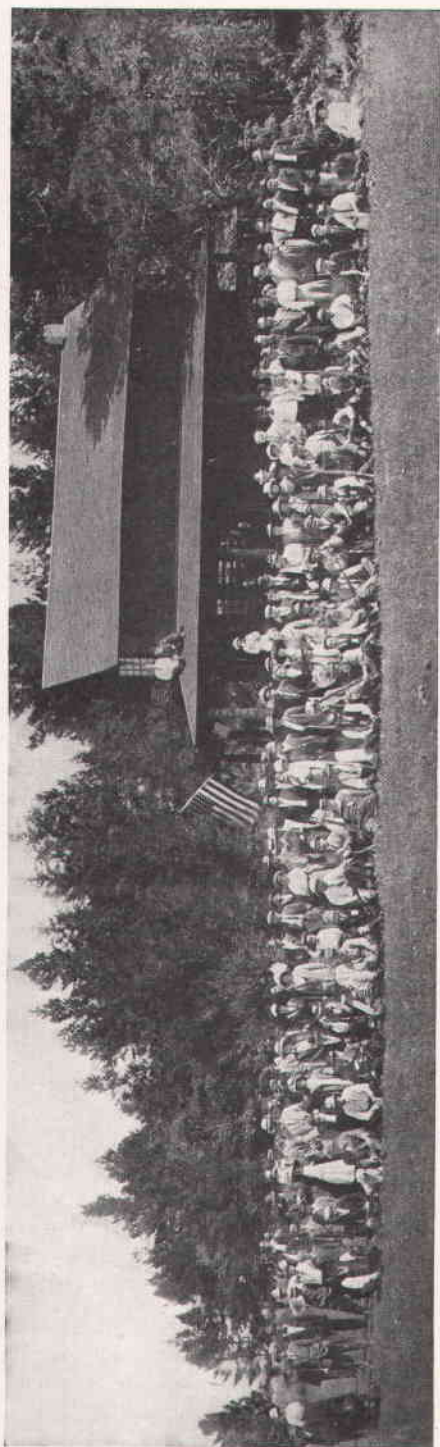
RAYMOND

Raymond, "the city that does things," is seven years old and has the distinction of having grown faster than any other city in the State of Washington. It is located at the head of navigation on Willapa Harbor, in Pacific County, twenty miles distant from the ocean. Willapa Harbor, with twenty-five feet of water over the bar at low tide, is one of the few natural harbors in the United States. There is thirty billion feet of standing timber tributary to the towns of this section, two hundred thousand acres of agricultural lands of the logged-off variety, twenty-five thousand acres each of clam and

oyster lands, twenty-five thousand acres of excellent tide lands and five thousand acres of cranberry lands. Regular steamers operate from this port; in addition the Northern Pacific railway connects the city with all eastern lumber markets. Raymond has not overlooked the needs of the men, women and children who make up her population. Every convenience and comfort common to largest cities are found: city water, salt water fire mains, telephones, electric lights and street railway, excellent schools and churches, up-to-date mercantile establishments, splendid hotels, theatres and beautiful streets and res-



LUMBER SHIPPING SCENES AT THE MILLS ALONG THE WILLAPER RIVER AT RAYMOND



MEET OF THE RAYMOND ROD AND GUN CLUB AT TOKELAND IN JUNE 1912

The occasion illustrated shows the class of outdoor popular recreation to which the people of Western Washington incline. Tokeland is one of the most attractive summer places about Willapa Harbor, and it is in the center of the section from which come the famous Toke Point oysters.

idences, strong banking institutions and a well-edited newspaper. Homes and ranches are within reach of all. Reasonable prices and terms can be had on property and positions in the mills and logging camps are available while getting the home or ranch in shape. More than one hundred and fifty families have recently taken up their residence here, and the latest enumeration of the city's inhabitants shows an increase of 2,000 people since the last U. S. census—or about 5,000 at this time. Harbor improvements now under way are encouraging the coming of additional manufacturing plants. Two transcontinental railways are acquiring right-of-way through this territory at the present time, and every indication points to a continuation of the growth and prosperity of Raymond, and the entire Willapa Harbor country.

ILWACO

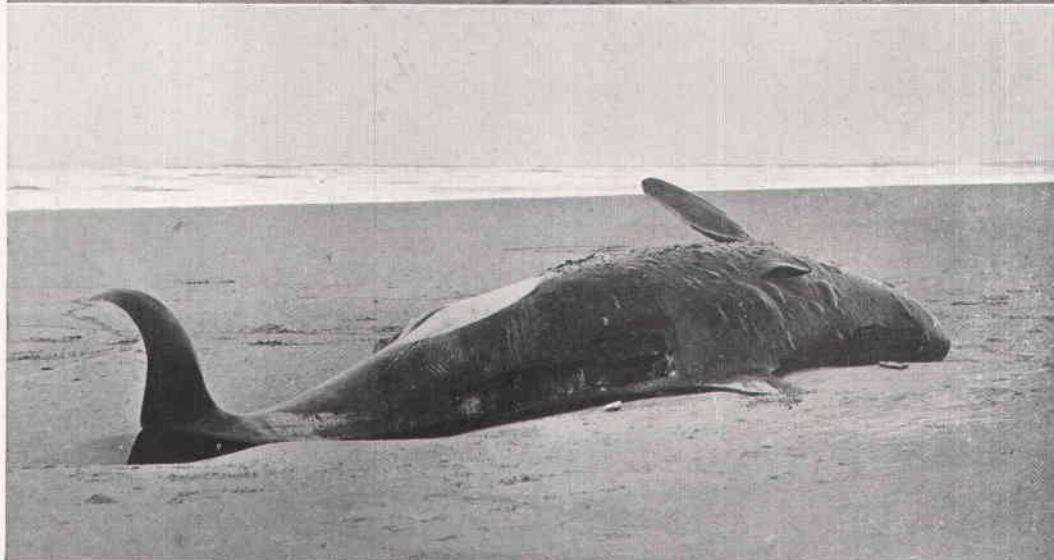
Ilwaco is an incorporated town on a bay at the mouth of the Columbia River. It is about forty miles from South Bend and has about nine hundred inhabitants. Its chief industry is fishing and oyster shipping. Ilwaco is an attractive summer resort. More fruit and produce are raised in the vicinity than the local market demands and the surplus is shipped out. The town is one of the termini of the I. R. & N. railway.

Chinook is a considerable town located near the mouth of the Columbia River. It has regular steamboat connection with Astoria, and a stage line runs to Ilwaco. There is a good farming and logging country surrounding the town, while fishing gives employment to many people.

Bay Center, located on an arm of Willapa Harbor, is an important oyster raising and fishing point. Both the native and eastern oysters are successfully cultivated in large quantities. A logging and farming country surrounds the town.

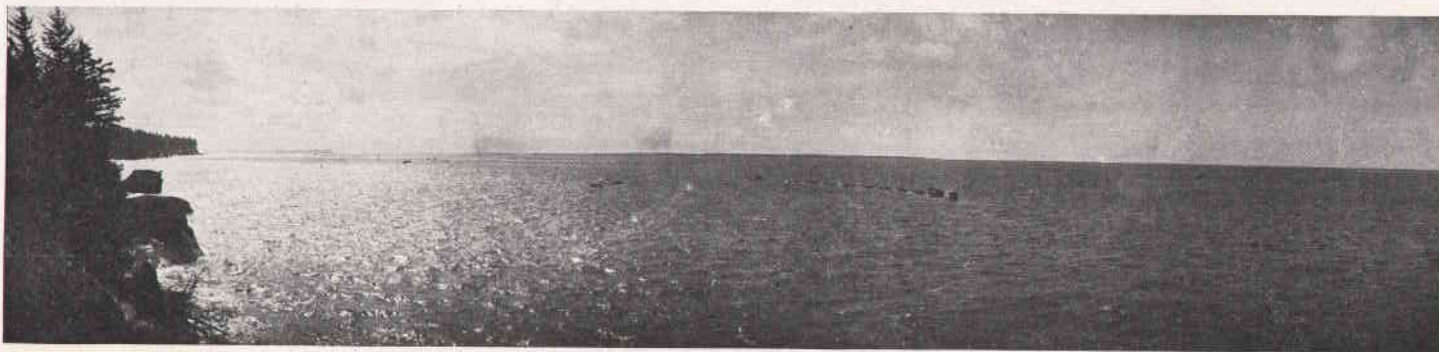
Knappton is located in the southern part of the county near the mouth of the Columbia River. Lumbering and fishing are the chief industries, while dairying is rapidly gaining a foothold. Good lands for sale at low prices surround the town. Knappton has regular steamboat connection with Astoria.

Lebam is a village located on the line of the Northern Pacific railway. A fine lumbering, farming and stock-raising district surrounds the town, which is enjoying continued growth.

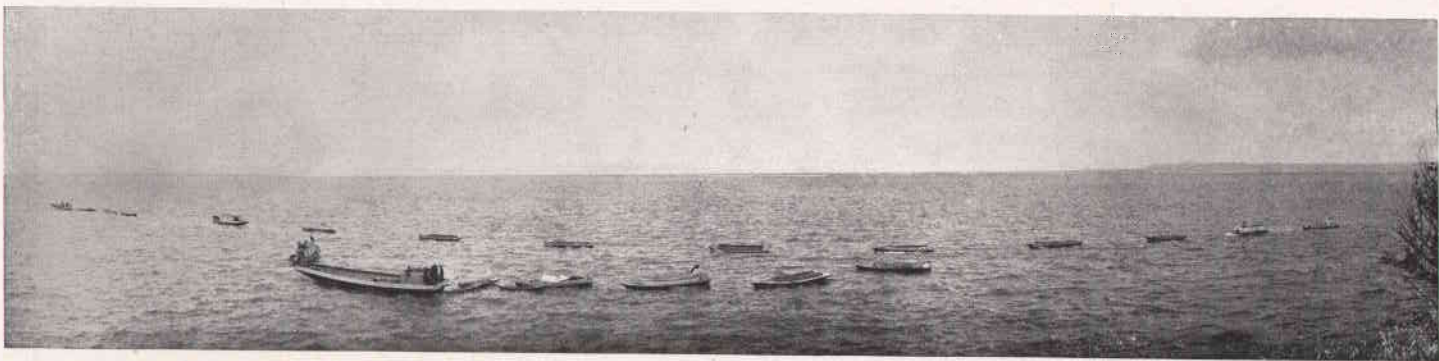


SCENES ON LONG BEACH UPON THE PACIFIC OCEAN, PACIFIC COUNTY

1 One of the groups of bathers, to be seen along the twenty-six miles of continuous level sand beach. 2 A monster of the deep cast upon the shore by the rolling waves: a Black Fish, a species of small whale, about forty feet long. Something of the great width of the beach may be seen by this view. 3 "No clams today," shows, incidentally, the safety of the beach as a play-ground, as well as the little clam digger with his pail. Long Beach is one of the finest in the world, destined to draw great multitudes of summer residents and visitors. Already people from Eastern Washington, Idaho, Montana, Eastern Oregon, and elsewhere, are securing summer homes here and occupying them each year. The O.-W. & N. Railroad run trains from Ilwaco north to Narcotta, and in July and August ten thousand people may be found along this magnificent beach, in the little settlements, the hotels, at summer homes, or in tents.



VIEW OF WILLAPA HARBOR, LOOKING TOWARDS OYSTERVILLE AND NAHCOTTA



VIEW OF WILLAPER HARBOR LOOKING TOWARDS THE ENTRANCE AND THE PACIFIC OCEAN

Within the western portion of Pacific County is enclosed Willaper Bay, with a water area of 100 square miles, into which flow seven tidal streams, the Willaper, North, Nasel, Palix, Bear, Nema and Cedar rivers. Willapa Bay is composed of two great arms, one extending to the eastward, and the other and larger being to the south of the entrance, with great shoals and mud flats, which are particularly adapted to and are occupied by oyster beds. The north arm of the bay, into which empties the Willaper River, carries a straight and deep channel to the mouth of the Willapa, on which are South Bend and Raymond. The harbor entrance between headlands is about six miles wide, with a straight and deep channel three miles wide. Many sailing vessels enter under their own canvass, without tug or pilot, and sail to their berths at dock. The largest gas buoy upon the Pacific Coast, giving a flame eleven feet high, seen a distance of fifteen miles over the ocean, has recently been placed at the entrance of the harbor.



NORTH HEAD LIGHT HOUSE

North Head Light House occupies the high bluff projecting into the Pacific Ocean, at the mouth of the Columbia River, in the extreme southwestern corner of the State of Washington, near Ilwaco and Fort Canby, in Pacific County.



BREAKERS NEAR NORTH HEAD LIGHT HOUSE

The photograph of this view was taken during the only lull in a storm lasting forty-eight hours, when the brave commander of a steam tug boat ventured into most perilous waters and towed out a heavily laden schooner which was being driven ashore. The successful outcome of the battle with wind and wave resulted in rescuing forty sailors, a good ship and her cargo, and relieving a multitude of onlookers on shore from their exciting anxiety.

WAHKIAKUM COUNTY

Wahkiakum County, having 275 square miles of territory, is located on the Columbia River in the southwestern corner of the state, near the ocean. Its population is about 3,500. The county is heavily timbered and well watered. In many parts of the county the soil is exceptionally fertile. In the northern part are low mountains, from which the drainage is south through the county to the Columbia River. The resources of the county consist of its timber, its fertile soil, and the fish in the river and ocean. Logging, saw-milling, and industries growing out of these; agriculture, dairying, and fishing are the chief occupation of its people. There are several logging concerns in the county and large saw-mills. Fish canneries dot its river shore; several creameries and dairies are manufacturing butter, while its farms produce hay, potatoes, fruits, cattle, hogs, poultry, eggs, and other products, go chiefly to the Portland market. Many of its citizens are fishermen and some make considerable sums trapping fur animals in the winters. The Columbia River is the great highway of the county, all the people having access to the river wharves.

CATHLAMET

Cathlamet, on the Columbia, is the county seat, with about 800 people, and is the chief distributing center of the county. It is located on the Columbia River and depends upon river steamers for its transportation facilities. Logging, farming, fishing, trapping, and the cannery business are the prin-

cipal industries of the town and of the surrounding district. Churches and schools are maintained, and a weekly paper is published. Many farmers spend their winters clearing and improving their land and in summer fish for salmon in the river.

Rosburg is a small community located in the valley of the Grays River. Fishing, lumbering, fruit growing and dairying are the chief industries. The natural conditions surrounding the locality make dairying specially remunerative.

Deep River is a considerable community located in the center of a large logging and farming country. It has direct steamer connection with Astoria, receiving daily mails. The town has good schools and churches.

Brookfield is a small village located on the Columbia River and is a shipping point for steamers plying on the river. Salmon canning, the manufacture of barrels, and dairying are the chief industries that engage the people.

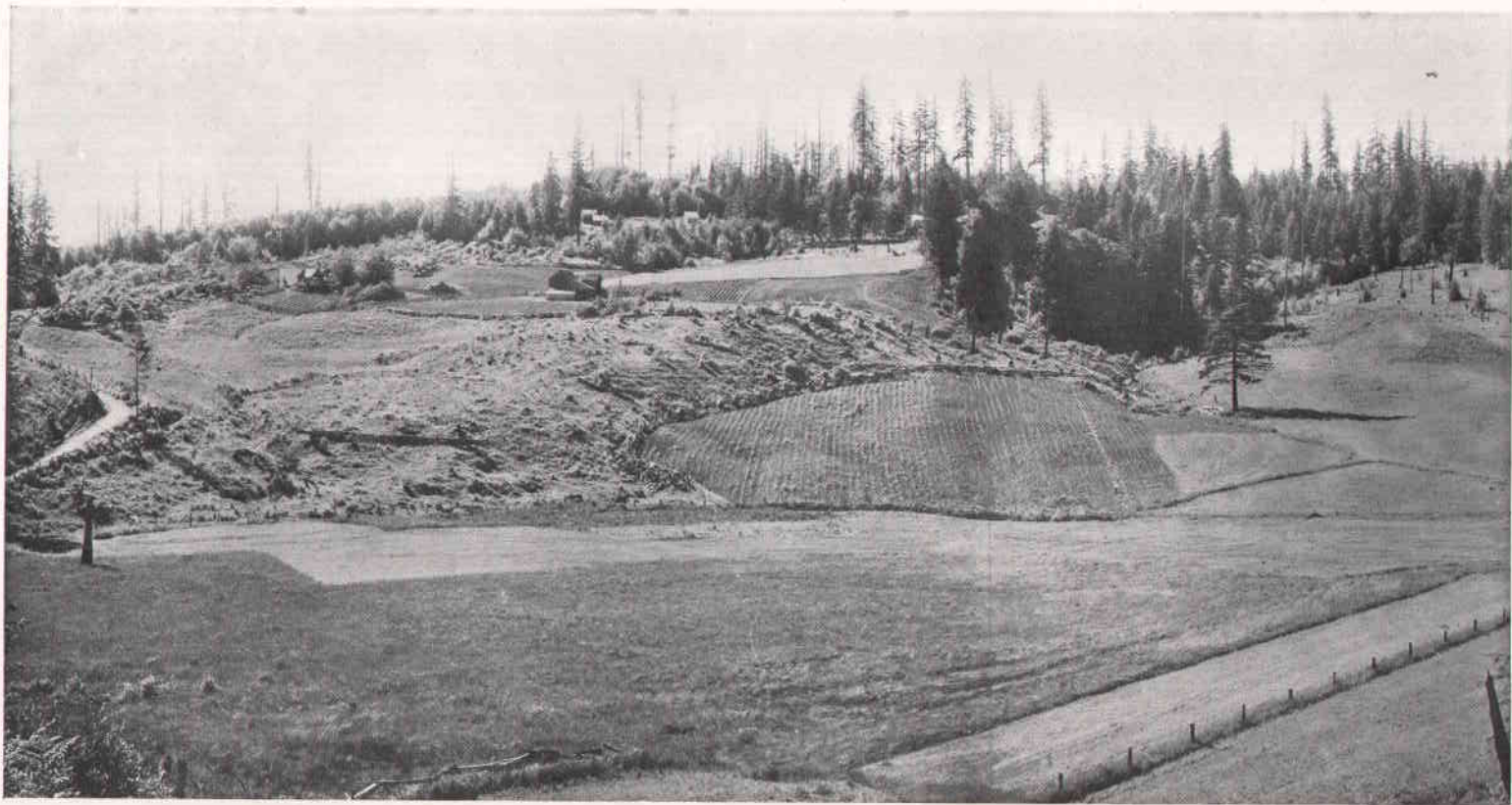
Altoona is located on the shore of the Columbia River in the southern portion of the county. The river boats furnish transportation facilities. Logging, lumbering and salmon fishing are the chief industries. There is a salmon cannery and cold storage plant located in the town.

Skamokawa is a village of about 150 people. It lies on the river a few miles northwest of Cathlamet, and is a sawmill and shipping point. A creamery, supplied from the surrounding farming district, is an important enterprise.



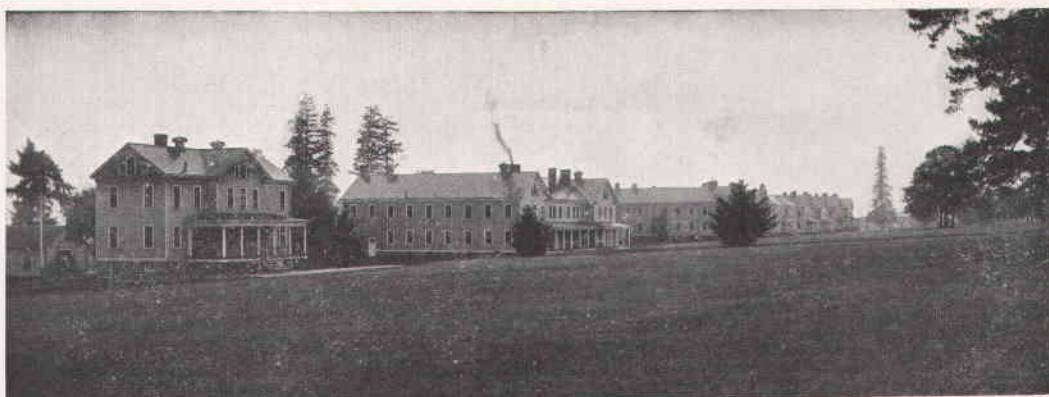
THE SHASTA LIMITED

An exhibit of the highest attainment in passenger service in rail-roading, which serves the Coast from Seattle to San Francisco.



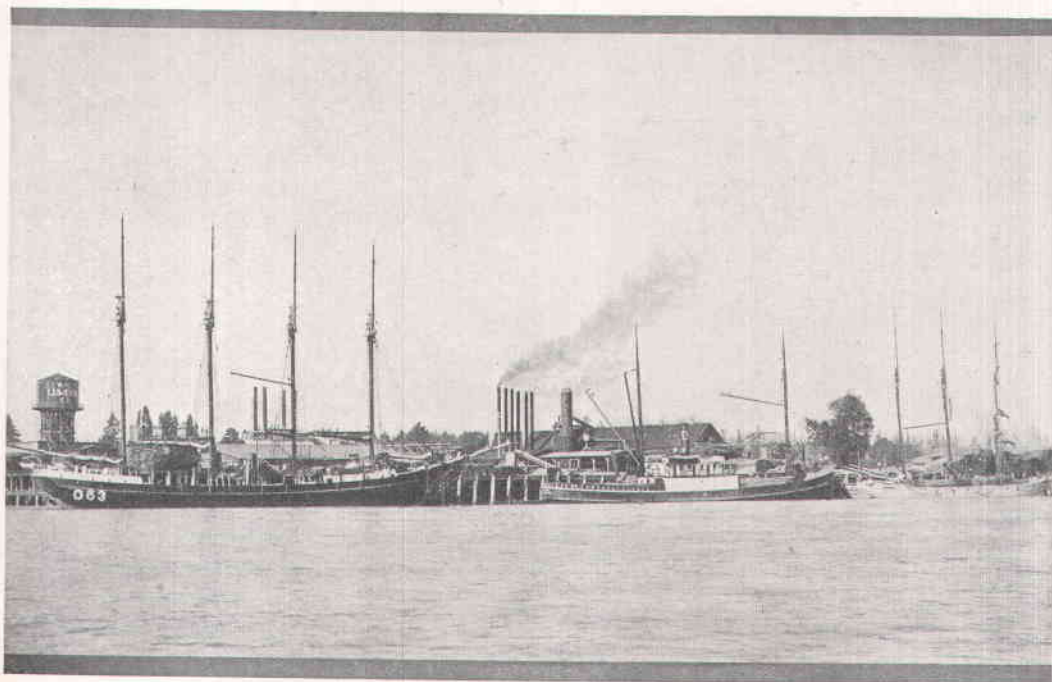
A TYPICAL SCENE UPON CLEARED LOGGED-OFF LAND IN SOUTHWESTERN WASHINGTON

"After purchasing a piece of land, the best plan is to clear as soon as possible a liberal amount of it of everything but the stumps. Some have found hogs and goats of material assistance in accomplishing this. With a fair amount of it cleared to this stage, cows and chickens, as well as some garden truck raised between the stumps, will give the farmer a fair living while he is getting it all completely cleared and ready for the plow." "The ambitious farmer will experience a great delight and much satisfaction in developing one of these tracts of land, rough looking but full of possibilities, into the prosperous productive ranches similar to those pictured in this publication,"—H. F. Giles.



THE VANCOUVER BARRACKS

1 Soldiers' Quarters and Infantry Parade Grounds. 2 Mountain Battery during Review in front of Commanding Officer's Quarters. 3 Infantry during General Inspection on Artillery Grounds. Vancouver was the first continuous white settlement in the Northwest, having been established by the Hudson Bay Company in 1824. It is headquarters for the Department of the Columbia. Bonneville, Grant, Sheridan, Kearney, Wright and other great military men spent a part of their early careers at Vancouver. There are 634 acres in the Reservation, and while the number of troops varies, there was one regiment of Infantry, three batteries of Field Artillery, one company of Engineers, with 52 officers, and a total of 1578 men stationed here during the early part of 1912.



THE SHIPPING ALONG THE DOCKS OF VANCOUVER, ON THE COLUMBIA RIVER

CHAPTER FOURTEEN.

CLARKE AND SKAMANIA COUNTIES: VANCOUVER, CAMAS, STEVENSON, &c.

Clarke County was named in honor of Captain William Clarke of Lewis & Clarke fame.
Skamania is an Indian word meaning swift waters.

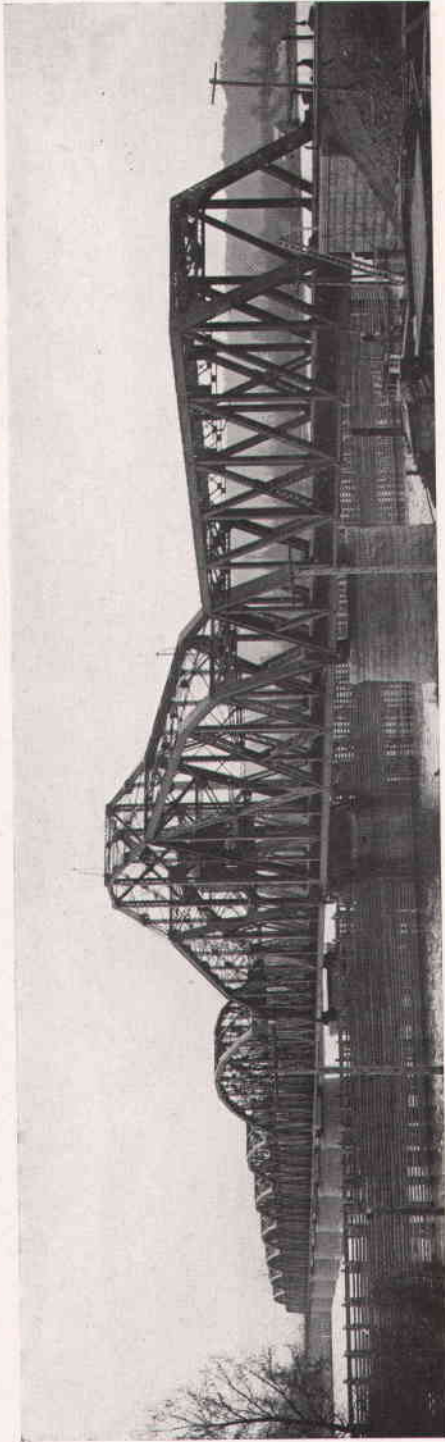
Clarke County lies on the north shore of the Columbia River, opposite Portland, Oregon. It has 600 square miles of territory. It was one of the earliest settled parts of the states, and its timber, yet uncut, is large. It is extremely well watered. The Columbia and Lewis Rivers border it on three sides with navigable waters. It has a mild climate, very fertile soil, and splendid markets at its doors, abundant rainfall, and agriculture is successfully carried on without irrigation. The Northern Pacific Railway con-

nects its various towns with both Portland and Seattle, and the North Bank and Oregon-Washington Railroad & Navigation Co. parallel the Northern Pacific, add greatly to the facility and cheapness of its transportation. Much of the southern part of the county is devoted to fruit-raising, prunes being a very prominent factor in the county's output. General agriculture, with dairying, are profitable, and to these are to be added fishing, lumbering and mining.

VANCOUVER

A few short years ago, say at the time of the Portland Exposition, Vancouver seemed like a little, easy-going country village, with a few stores, unpaved streets, with electric cars connecting with Portland occasionally. Today everything is changed. Vancouver has become a trim, well-ordered and strictly modern city. There are miles of well-graded and paved streets. Fine buildings abound, and there is everywhere an air of active life. The city has become the Wash-

ington Metropolis of the Columbia River section of the state. The building of the North Bank railroad, the opening of the Great Bridge, and the great development in territory surrounding the city are, today, all reflected in Vancouver's life. Although Portland is a great city, old, rich and progressive, she has in Vancouver, a neighboring town, which is to be a lively competitor in the division of Columbia River business. Vancouver is the county seat of Clarke



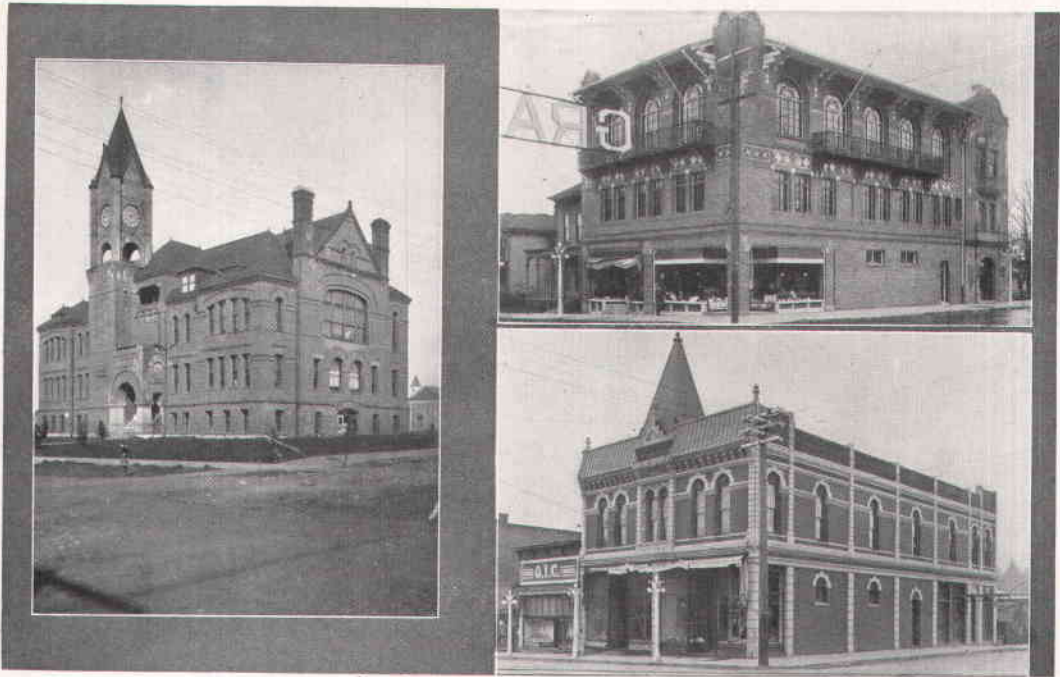
THE NORTH BANK BRIDGE, OVER THE COLUMBIA RIVER, AT VANCOUVER

This bridge, completed in 1908, said to be the largest double-track bridge in the world, not only was a great achievement in engineering, but was one of the most important railroad improvements ever consummated in the Northwest. It is used by several transcontinental lines, entirely succeeding the old way of ferrying trains across the river.

County, and has 12,000 inhabitants. It is located in the southeastern portion of Clarke County on the Columbia River, and is already an important railway and deep-water shipping port. It is served by the Northern Pacific, Oregon-Washington Railroad & Navigation Co. and the North Bank Railroad. The harbor extends for miles up and down the river and ocean-going vessels load at the docks. Crossing the river from Vancouver is the immense double-tracked steel bridge built by the North Bank road. Surrounding the city is a large and growing stock, dairy, fruit and lumber country, for which Vancouver is the supply and distributing center. Stock raising here thrives on account of the mildness of the climate and the fertility of the soil. Grasses are green throughout the year and the yields are heavy. The industry has been stimulated by the building of an immense packing plant just across the river. Because of its transportation facilities by water and rail and the abundance of cheap electric power Vancouver is rapidly building up as a manufacturing city. Among the active works there are saw mills, planing mills, flour mill, foundries, machine shops, iron works, brick yards and an ice plant. The city has a thorough system of public schools. Many religious denominations are represented by the churches. There is a free library, a large number of substantial and modern business structures, a paid fire department, public lighting and water systems, first class hotels, newspapers, electric car lines and electric service to Portland.

The United States military headquarters for the Department of the Columbia, including Washington, Oregon and Alaska is located here, and the army post and barracks are considered among the finest in the country. The state school for the deaf and blind is also located at Vancouver. Among the business lines which are pushing Vancouver to the front ranks are: She is becoming a great railroad center, her great water shipping facilities, the centering of agricultural interest, fruit growing and dairying industries, and her development of home manufacturers. A highway bridge across the Columbia River, at Vancouver, for public use is a new feature of great interest to the people of the city. The business men, centering about the Commercial Club, look sharply after the city and county interests.

Camas is a town of about 1,700 population located on the Columbia River and on the



PROMINENT BUILDINGS IN VANCOUVER

1 Clarke County Court House. 2 B. P. O. Elks Hall, 10th and Main streets. 3 The Masonic Temple, 8th and Main streets.



MAIN STREET, VANCOUVER

This view of Main Street is looking north from Second Street, in the oldest business section of the City. New main arteries of travel and broad streets, on comprehensive scale, are being developed for business, especially towards the Union station.



THE NEW ST. JOSEPH'S HOSPITAL, VANCOUVER

The new St. Joseph's Hospital of the Sisters of Charity of the House of Providence, has capacity for caring for ninety patients. It is a handsome brick structure, and cost, with furnishings, \$150,000.

North Bank Railroad. The principal industry is a large paper mill, employing nearly 450 men. There is a good fruit and dairy district adjacent to the town. There are several churches, schools, public water supply, a number of stores and the town is growing.

Washougal, a town of 750 people, is finely located in the southeastern part of the county, on the Columbia River, and the North Bank Railroad. It is the center of a fertile country, where prunes, apples and pears flourish and a diversified line of agricultural crops are raised. There is an extensive milk condenser for the milk from surrounding dairies. There are good schools, churches, a fire department and other modern utilities. The river steamers call at the docks several times daily.

LaCenter has a population of about 300. A prosperous dairy and mixed farming country surrounds the place, while lumbering and logging are extensively carried on in the vicinity. Eight saw mills employing an average of forty men each are located within a radius of five miles of LaCenter. LaCenter has water communication with the outside world and also has stage connection with the Northern Pacific Railroad at Ridgefield.

Etna is a small place located on the north fork of the Lewis River. It has stage and

steamer connection with the outside world. Logging and lumbering are the chief industries, while fruit growing and general farming on the logged-off lands are proving attractive occupations to many. Good lands are to be had at reasonable prices, and excellent market facilities are afforded by the cities of Vancouver and Portland.

Yacolt, on a branch line of the Northern Pacific Railway, has about 300 inhabitants. The chief industry of the surrounding country is logging and lumbering. As the timber is cleared off, settlers are coming in and finding abundant opportunities for dairying, fruit raising and similar pursuits. Yacolt has good schools, churches and commercial enterprises commensurate with the size of the place.

Amboy is a small place located in the northeastern part of the county and a few miles distant from Yacolt. Lumbering, dairying and stock raising are the chief industries, although considerable fruit is grown in the near vicinity.

Brush Prairie is located on a branch line of the Northern Pacific Railway and is the center of a milling and farming district. There is a large rural population surrounding the town, tilling the fertile lands.



TWIN FALLS, CLARKE COUNTY

This pair of beautiful waterfalls, located near Yacolt, in the northeast part of Clarke County, are about 100 feet high. They have nearly an equal volume of water descending over the precipice, making their name especially suitable on account of their similar general appearance as well as expressing their number. The almost innumerable number of waterfalls formed by the rushing mountain rivers in Western Washington, show something of the vast amount of available power awaiting development.



MT. MARGARET TRIANGULATION STATION

Heliotrope reflecting the sun to a distant observer, in connection with carrying a triangulation, by the U. S. Coast and Geodetic Survey along the Northwest Coast. Mt. Margaret is north of Spirit Lake, near Mt. St. Helens, in Skamania County.

SKAMANIA COUNTY

Skamania County has its southern boundary on the Columbia River, with Lewis County to the north. It is chiefly within the forest reserve, and includes Mount St. Helens on the west and Mount Adams on its eastern border. Altogether it has an area of 1,636 square miles, chiefly mountainous, and about 3,000 people. The north fork of the Lewis river drains the most of the mountainous region, while many small streams drain the southern part, emptying into the

Columbia River. The climate is very mild and salubrious. The soil of the valleys in the region of the Columbia River is very fertile. The chief resource of the county is in its timber and lumber, yet its agricultural wealth is becoming better known and cultivated yearly. The fruit raised in its valleys is of excellent flavor, early in season, and the soil is generous in its yield. Splendid pasturage in the foothills encourages stock-raising, and fishing in the Columbia River is



FORDING A MOUNTAIN STREAM IN WESTERN WASHINGTON



MT. ADAMS

Mt. Adams is the farthest east of any of the peaks of the Cascade Range. It is an extinct volcano, and second in height only to Mt. Rainier, having an altitude of 12,402 feet. In the enormous circuit, probably fifty miles at the timber line, there are ten glaciers. The eastern side of the mountain is a stupendous precipice almost a mile high, from which the wonderfully beautiful Klickitat Glacier descends, a mile wide, and four to five miles long. For stern and awful grandeur it is the scene of the mountain.

profitably followed by some of the citizens. Boats on the Columbia River and a railroad on each side of it are the means of transportation. The building of the North Bank Railroad gave a decided stimulus to the growth of the county. Its minerals, well known to be valuable, are attracting the attention of prospectors, while the forests, fisheries and farming lands are furnishing an occupation to hundreds of new families. The scenery, combined with the fishing and hunting afforded, are attractions that prove alluring to many newcomers.

STEVENSON

Stevenson, the county seat, is a town of about 850 inhabitants. It is located on the Columbia River and is an important point on the line of the North Bank Railway. Tributary to Stevenson there is a considerable farming, stock raising and dairying country; while fruit growing is also rapidly developing. In the mountainous districts to the north there is much valuable timber and

mineral deposits. One paper is published.

Carson is a village of about 100 people located a few miles north of the Columbia. General farming, fruit growing and lumbering are the chief industries. Conditions for fruit growing are particularly advantageous, and drouth and crop failures are unknown.

Butler is a town of about 300 people located on the Columbia River and on the line of the North Bank Railway. Steamers plying the Columbia call at the landing for the farming and timber products of the adjacent district.

Cape Horn is a small river station with a considerable farming and logging country adjacent to it. It has steamer connection with Portland, and is on the North Bank railway.

Mount Pleasant is a considerable settlement on the river and has a fertile farming district surrounding it. It markets butter, prunes, onions and potatoes.

Bear Prairie lies back of Mount Pleasant in the valley of the Washougal. It is a small, though lively farming community.



THE COLUMBIA RIVER

The Rapids below the Cascade Locks, on the grand Old River which divides Western Washington from Oregon:
 "WHERE ROLLS THE OREGON."

Washington.

Oregon.

