

PORT ANGELES ILLUSTRATED.

Containing a Complete Description of the Location, Attractions,
Resources, Climate and Advantages of the "Gate City"
and its Contributory Country.

COMPILED AND COPYRIGHTED 1889, BY "THE PACIFIC MAGAZINE,"
SEATTLE, WASHINGTON,
FOR THE CITIZENS ASSOCIATION OF PORT ANGELES, WASHINGTON.
PHOTOGRAPHS BY J. E. THOMAS, PORT ANGELES.

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PORT ANGELES.

THE RISING MART OF COMMERCE

AND THE GREAT

RAILROAD TERMINUS OF THE
PACIFIC NORTHWEST.

THE GATE CITY
OF THE

EVERGREEN STATE.

AND THE

Harbor Light of Washington.

FORMED AND ENDOWED BY NATURE, IMPROVED AND BEAUTIFIED BY MAN AND
DESTINED TO BECOME ONE OF THE
LEADING CENTRES IN THIS
WONDERFUL WEST.

THE EARLY HISTORY OF PORT ANGELES.

It is an incontrovertible fact that the early history of Port Angeles is purely and solely of a political nature, and this being the case, much which has been said and written of a personal character, as to whom belongs the glory and renown of having first kindled the beacon light of progress upon the shores of this place, and kept it burning until its rays have extended outwards over the entire country, attracting hundreds and thousands by the radiancy of its beams, must be for the time being set aside, though not by any means lost sight of or forgotten. For all honor and credit are due to those who were the pioneers of this Gate City, and who have been mainly instrumental in bringing it into prominence.

When there was nothing here but the attractions which nature has so lavishly provided, and when the sea, forests and mountains held sole and indisputable sway, there was inaugurated a warfare as fierce and bitter as the even greater struggle which was then being waged thousands of miles to the eastward between the blue and the gray, for the same general principles actuated those arrayed against each other in this far-off corner of the republic. Limited though the opposing forces were, they troubled even the mighty powers which were then directing the affairs of the nation, and created differences among those high in authority and the chief executive himself, the extent and importance of which was only known to those personally interested in it. This warfare was born of malice and jealousy, the outgrowth of personal animus, and was waged with such relentless bitterness and hatred that it only ended when the two principal contestants were both buried beneath the waters which they sought to control, and

within sight of the shores of which they were striving for the mastery.

In the years preceding the civil war, the *Cincinnati Commercial* was the chief organ of the new party which had risen into prominence, and which in 1860 secured, by the election of President Lincoln, the control of the national government. One of the editors of this powerful paper was Mr. Victor Smith, who was also one of the ruling spirits and outspoken adherents of the anti-slavery party. By his able support and influential position he was mainly instrumental in bringing into prominence and securing the election of Mr. Salmon P. Chase to several high offices in the state of Ohio, and finally to the Governorship of that important commonwealth, which resulted in an intimate friendship being formed between the two men, so firm and enduring that only death itself severed the bond. Upon the election of Mr. Lincoln to the Presidency in 1860, Mr. Chase was called to the portfolio of Secretary of the Treasury, and in return for valuable services which Mr. Smith had rendered to both the new Secretary and the successful party he was appointed Collector of Customs at Port Townsend, on Puget sound, then the only customs port on the northwestern coast. Shortly after his arrival out here Mr. Smith, deeming that Port Angeles, by virtue of its safe and admirable harbor, its proximity to the Pacific ocean, and its situation directly opposite Victoria, then a British naval station, was a much more central and desirable location for the port of entry, returned to Washington and received instructions to remove it here. About the same time that Mr. Smith had received his commission as Collector, Dr. Ancil T. Henry was appointed Surveyor-General of the territory, and subsequently was made Territorial Attorney-General. These positions were acquired by him solely through personal influence, he having been the President's family physician at Springfield, Ill. At this late day it may be both impolitic and unwise to refer to these matters, it probably being more charitable to let them lie buried in the dust of forgetfulness, where they have remained for so many years, but as they are an important part of the history of this place, it may not be unwise to recall them; for, to many still living, it is a well-known fact that this same Dr. Henry well and faithfully attempted to carry out the behests of those to whom he owed his sudden thrusting into political prominence, and that for years, or during the continuance of the great civil strife, he was the principal means of making this north-west coast the hot-bed of kindred spirits who were as disloyal as himself, and the refuge of deserters, bounty jumpers, and a host of others as false to their flag and country as they were eager to escape from its just demands upon their services. Returning here in 1862, with his orders to make the removal of the custom house from Port Townsend to Port Angeles, Mr. Smith was opposed by a young lieutenant in the revenue service, who, abetted by the same Dr. Henry, refused to deliver up the keys of the port. There was no attempt at parley upon the part of Collector Smith. Boarding the revenue cutter *Shubrick*, he trained her guns upon the custom house, gave the people ten minutes to get out of harm's way, stationed his gunners with lighted fuses, ready to fire at command, and then calmly stood, watch in hand, while the rifle balls from the shore were merrily whistling around him, awaiting the expiration of the time limit granted. Before the allotted few minutes had passed the keys were delivered up, and Port Angeles became the front door of the continent, the queen of these western waters.

Intrigue at the national capital finally forced the removal of Mr. Smith in 1864, and Secretary Chase, who had stood by his friend in the unequal battle, simply stated to the President that if he could get along without such men as Victor Smith, he could also dispense with the services of Salmon P. Chase. There was, however, no other alternative; the pressure brought to bear

upon Mr. Lincoln was of a peculiar and private nature, and while Victor Smith was removed from his position here, the President gave Secretary Chase the power to appoint him to any position which might be open in his department, and he was made a special Treasury Agent, and detailed to take a large sum of money around the confederacy to the Pacific coast. The war was then almost in its last agonizing throes, and it was a desperate undertaking, but, without any escort or guard, Mr. Smith was entrusted with \$3,000,000 which had been withdrawn from the sub-treasury at New York, and with this enormous sum, he embarked upon the ship *Golden Rule* for the isthmus. A treasury spy by the name of Montgomery Gibbs had in some way received an inkling of the mission entrusted to Mr. Smith, and attempted to take passage with him upon the same ship, but Mr. Smith, under special authority delegated to him, had the man arrested and detained until the ship could clear from port. Escaping by some means, Gibbs followed in a ferry boat, the *Andy Johnson* and purposely collided with the *Golden Rule*, forced her to return to New York for necessary repairs. Upon again sailing, Gibbs was,—when the vessel reached the high seas,—found concealed on board, and it soon became evident that he and the captain were in league to rob Mr. Smith of his treasure. Every artifice was adopted to make him relinquish his trust to the ship's authorities, and these failing, force was resorted to, but a determined front, backed by a brace of pistols defeated even this bold undertaking. Then it was that these villains descended to the level of demons to secure their base ends. The ship was purposely run out of her course, and in the middle watch on the night of May 29th, 1865, she struck on Roncadore reef, about 200 miles northeast of Colon, in the Caribbean sea. The passengers, of whom there were about 600—the wife of Mr. Smith and his young son, Norman R., who were accompanying him on his voyage being among the number—were landed on the low barren key some three miles distant, where they lived for 11 days, subsisting on the raw eggs of sea fowl found among the rocks, and unsheltered from the burning rays of the tropical sun. The captain, Gibbs, and two actresses in the meanwhile lived in luxury, sheltered by a tent and supplied with all they desired from the stranded ship, access to which, however, was denied the shipwrecked passengers, an armed guard, under the captain's orders, preventing anyone attempting to reach her. After eleven days of indescribable hardship and suffering, the U. S. gunboats *Huntsville* and *State of Georgia* picked up the unfortunates and carried them to Colon. The \$3,000,000 were never recovered by Mr. Smith, the ship having been rifled while on the reef—but that her captain and Gibbs had secured the immense booty was an accepted fact, for the former retired from the sea and lived in luxury ever afterwards, while the latter went to Paris and spent his life and all of his ill-gotten gains. Almost dead from exposure and nearly crushed with the weight of the misfortune which had overtaken him, Mr. Smith continued his voyage to San Francisco, having been officially relieved from duty while waiting at Panama. From San Francisco he sent his wife and son on north ahead of him, it being his intention to return to Port Angeles and end his days in the place which he had risked his life and fortune to bring into prominence. While he was waiting in San Francisco for a vessel, he was again confronted by Dr. Henry, who had followed him East upon his recall from duty here, and from there pursued him out to the Pacific coast, presumably in the fulfillment of his once uttered threat that he would hound him to another and warmer world. Together they took passage on the *Brother Jonathan*, and the fate of that ship is well remembered by the newspaper readers of those days. She was wrecked off Point St. George, near Crescent City, and with her sank not only many of her brave officers and crew, but also the great

treasure to pay off the soldiers in Oregon, which she was carrying, together with Mr. Smith and his mortal enemy, Dr. Henry. Truly had he hounded him to death, but we are confident that the summons which awaited the trusted treasury agent was to a better world, and that his commendation was, "Well done, good and faithful servant."

Thus Port Angeles was made a national scene of action, and the government still holds as a reserve some of the finest land within the city limits. It was the dream and ambition of Mr. Smith's life to organize a town here, but he never lived to see the realization of his fond hopes and desires, and by his untimely taking away Port Angeles lost the best friend she ever could have had. For many years thereafter the place remained unnoticed, and, to all appearances, forgotten. The government removed the custom house again to Port Townsend, and there was no other man here with the courage of a Victor Smith to oppose it. Year succeeded year of comparative inactivity until 1884, when a small store was opened here, and later the building now known as the Central Hotel erected. Then followed other buildings, and a few hardy settlers began to arrive, but so slow was its growth that even up to the latter part of 1889 there were not more than 400 people within the present city limits. From the one small building erected in 1884 the city has mounted round by round the ladder of progress and prominence, until it stands to-day the wonder of the state and country, in the many improvements which have been made. It is yet in its infancy, but it is withal a most surprisingly sturdy child, and if its very recent past can be taken as a criterion of its future—and we think it safely may—it will soon be a young giant among the chief cities of this great Pacific Northwest.

CLALLAM COUNTY.

The pioneer settler of this county, which is justly called the garden spot of the world, was Captain Sampson, who, early in 1856, raised a rude log cabin in the neighborhood of Dungeness, along the fertile river bottom there, and who subsequently explored the surrounding country for several miles inland, and down along the coast beyond this place, locating a claim upon the shore line now included within the city limits of Port Angeles. This gentleman has been for many years head keeper of the lighthouse on Tatoosh island, at the entrance of the Straits of San Juan de Fuca, and occasionally revisits the scenes of his early life here and recounts the hardships he endured and the struggles he had with the giant forces of nature, as well as the original possessors of the land, which were all arrayed against him. He was soon followed by other brave and hardy pioneers, and during the next few years quite a settlement sprang up in the eastern part of the county, where the wonderful fertility of the soil, together with the valuable timber which covered the country, gave evidence of the quickest and largest returns to these venturesome men, who had invested their all in an experiment, having no other backing than their own good judgment, strong arms and willing hearts. That they succeeded cannot be disputed, for a journey through this particular part of the county will show one of the most prosperous, contented and happy settlements in the state. Here it is that many of the wealthy farmers of the county have large, tasteful and commodious homes, well cultivated fields and immense stock and hay barns. Everything shows evidences of thrift, competency and success. These Dungeness farmers have some of the very best breeds of stock to be found in the Northwest. Their cattle are high bred and of great value, while the descendants of the Norman, Percheron and Clydesdale furnish them with their working teams, and out of Morgan, Blackhawk and other famous roadsters have come

their fine carriage and saddle horses with which every family seems to be liberally supplied. This settlement was famed all down the Pacific coast to San Francisco as long ago as thirty years, its reputation having been gained by its enormous potato crops, which for quality have no equal in the Northwest, and which command the highest prices on the market. Considerable attention has also been paid here to dairy farming, and now Dungeness butter and cream are eagerly sought after all over the Sound country. There is quite a large harbor opening in near this settlement, and the town, which was built near the south end of it, received the name of New Dungeness. This was the first town in Clallam county, and has always enjoyed the distinction of being the county-seat until last year, when it was removed to Port Angeles, as being a more central and convenient location.

The next settlement of any note after New Dungeness was made in the extreme southwestern portion of the county, in what has become widely known as the Quillayute country, taking the name from the Quillayute river, which is formed by the junction of the Soleduck and Bogacheil rivers. It is a swift, narrow stream, extending about eight miles back from the Pacific coast, and while there are other settlements at present along the two latter streams as far up as forty miles, still that portion of the county is, and ever will be, known as the Quillayute valley. It was discovered about twenty years ago by a party who sailed around Tatoosh island and down the coast to the mouth of what is now known as the Quillayute river, up which they proceeded and explored the surrounding country for many miles, throwing open for settlement the richest tract of prairie land in the state. The soil is somewhat gravelly, but exceedingly productive, being well adapted to the growth of wheat, oats, barley, potatoes and hay, while fruits of all kinds yield enormous returns and attain their very highest perfection.

Forks Prairie, a small settlement—or scattered community—is in this immediate neighborhood, and contains a large area of the most fertile soil in the world. Its capabilities are boundless almost, being adapted to the growth of any crop which the state of Washington can produce. Hops are one of the leading products, while the prairie is dotted all over with excellent orchards, the quantity and quality of fruit raised here being almost past belief. The farmers in this locality are about the average in point of intelligence, energy and ability, as is clearly shown by the improved appearance of their well-managed farms and neat homes. All through the county there are fertile valleys, beautifully situated and well watered, all awaiting development and culture, and which are certain to yield the largest possible returns to those settling upon them. There is probably no other county in the state possessing more varied and wonderful resources, and the history of its settlement and progress reads almost like a romance, although it proves upon the face of it that it is a positive reality. Unbroken forests have been converted into well-cultivated farms; villages, towns and cities have sprang up as if by magic, and millions of dollars have been poured into the pockets of far-sighted and enterprising men, who were brave and hardy enough to commence and stick to the development of this wealthy section of the country, which is without question immensely rich, not only in its agricultural resources but in its great wealth of timber, which is the finest in this Evergreen State, and also in its vast stores of mineral wealth of every description and value, all awaiting development and promising the best of returns for any investment made in them, or good, capable work done to bring their dormant powers and hidden treasures to life and light. The climate is all that could be desired, and the health record unequalled by any other portion of the northwest coast.

In the center of this garden spot, or rather occupying

its most desirable and commanding position, stands Port Angeles, the fairest and most beautiful flower in the attractive bouquet of Clallam county towns, inviting all to come who will, and assuring all who do so of a home with all its attendant comforts and refinements; a competency to all who are willing to settle down to good, hard, earnest work, and a fortune to all who are shrewd and enterprising enough to grasp the situation, take early advantage of the wonderful opportunities open for the investigation, and be among the first in the field with their capital, manufactories and kindred industrial enterprises.

THE CITY OF PORT ANGELES.

To the far-off dwellers of the East, and the conservative people of the old world beyond the seas, who are used only to seeing their cities grow under the slow and gradual progress of time, and who have never beheld the almost magical upbuilding of this wonderful West, the stories and published reports which are wafted back and over to them, of towns born in a night and cities the creation and outgrowth of a few short months, seems to them like idle tales, flights of fancy, or the wild imaginings of some disordered and overheated brain. But, to those who are accustomed to the push and energy of western life, and who have not only watched but participated in the phenomenal development and upbuilding of this great Evergreen State, these results, while surprising in their early maturity, are to them merely the natural outcome of the imperative demand for commercial centres and points of distribution for the many rapidly opening farming and mining districts which are everywhere being settled and developed and which are of themselves the sequence of the vast tide of immigration poured into this state during the past few years. A section of country is found to be exceedingly fertile and to possess superior advantages as an agricultural district, or to be rich in mineral or timber wealth, and it is but a few months before it is to a certain extent fairly populated. Then comes the important question as to where it can the most expeditiously and cheaply receive its necessary supplies from, and also send its products to for shipment to the older cities of the world for their consumption and demand. Some spot, expressly formed by nature for such a centre, is found, and, almost before even itself is aware of what is expected of it, there springs into being a town which, under the impetus of favorable circumstances, becomes a mart of commerce, and the outside world is forced to recognize the fact that a new city has risen into prominence. Its advantages quickly make themselves known; enterprising business men, manufacturers, with their train of necessary followers, pour in; capitalists and investors quickly follow; homes, schools, churches, societies and all the comforts and refinements of older places become a matter of course; and lo! what was but a few short months before a dense wilderness or a humble fishing hamlet on the sea shore is, in the very briefest space of time imaginable, presented to the gaze of the astonished and delighted beholder as a thriving city, teeming with life and activity and reflecting in its almost magical growth the determination and energy of its founders and supporters. This is the brief history of many of the leading commercial centres of this great Pacific Northwest, and is rapidly becoming that of Port Angeles. The extended districts of Clallam county, both adjoining and tributary to this city, being among the richest and most rapidly developed in their great agricultural, timber and mineral resources in the state, urgently required some local outlet for their vast products, and, fortunately for the county as well as all those interested in its future welfare, Port Angeles was selected as this central point, and has been most auspiciously started upon her onward career. That she will fulfill the great destiny predicted for her none who have

grown up with her from her earliest days, and who are now foremost in advancing her every interest, have the slightest doubt. For this end she seems to have been especially created and most richly endowed by nature; and to this end, by the help of all who are laboring for her ultimate welfare and success, she will surely attain.

Port Angeles was selected for and made a townsite by the United States government many years ago, after a very careful survey lasting some two years and extending over this entire coast. Among the many admirable locations which presented themselves for this purpose to those engaged in the work, Port Angeles, with its magnificent harbor privileges, its recognized facilities for commerce and inland trade, and its unequaled natural advantages, was finally decided upon. It is the only townsite, with the exception of that upon which the city of Washington, the national capital, is now built, that the government ever laid out. A tract of over five square miles, extending from the upper end of the harbor and back along the plateau overlooking the broad waters of the straits of San Juan de Fuca, was set apart and a certain portion of it platted off into blocks and lots and sold at the U. S. land office shortly after the work was completed, leaving some three thousand acres, which area is now known as the "Reservation." For a long period thereafter but little was done here, either in the way of settlement or clearing, until the place began to assume some considerable prominence, and then this government reserve began to attract attention and to invite those who were looking for desirable home sites. The provisions governing this large tract of land were such that any person could locate a home site of two city lots, 100x140, anywhere upon it not already occupied, provided they cleared the land, built a house and otherwise improved the property they should thus lay claim to. As this land is now in the very centre of the city, and contains some of the finest sites afforded by the town, it has to a considerable extent been thus squatted upon, there now being in all probability over 1250 houses within the bounds of the reservation. To protect the rights and defend the claims of such settlers in the event of this land being surveyed, platted and sold by the government, an undertaking which is certain to be consummated at a very early date, a Squatters' Association has been formed of the people thus located, and its good work is everywhere felt and acknowledged. Elsewhere we give a more comprehensive description of this "Reserve," and also of the Squatters' Association, its purposes and designs.

In addition to the large area mentioned, the government also designated two other tracts of land for national purposes. One portion is on the long spit enclosing the harbor, and is used as a lighthouse reservation, the Ediz Point lighthouse being erected and maintained there; while the other portion, adjacent to the headwaters of the harbor, is intended as a military and naval reserve, being still held subject to the needs of the government for these purposes. From this it is not only conjectured, but confidently expected, that in the near future the government will establish a navy yard here, build their own dry docks—such as the British government now maintains at Esquimalt on the opposite side of the straits—and make this their chief naval station, it being the most admirable point upon the entire northwestern coast for this purpose.

Port Angeles is the natural point of contact and intercommunication between the United States and British Columbia. It is the place where it is not only probable, but certain, that all the commercial relations between these two countries, or that portion of them lying west of the Rocky Mountains, will be established and maintained, and its future growth and importance will be in proportion to the ever-increasing progress of these two great sections of the western world. Commerce will, and naturally must, centre at this point, and the great railway systems which are now pushing onward to a

terminus here will making Port Angeles the leading centre for the exports and imports of the Evergreen State. It undoubtedly possesses the finest harbor on the Sound, the Straits or entire Pacific coast; and this one feature alone, if the city possessed no other advantages, would make it a great and important point, so that it cannot be too frequently mentioned or too highly praised. This harbor is unsurpassed in location, ample in size, perfect in protection and superior in anchorage. Commencing at the western boundary of the city, where the government military and naval reservation is located, it juts out into the deep waters of the Straits in the form of a long arm, or sand spit, some quarter of a mile or more wide and about four miles long, curving in landward until its outer point is less than two miles from the city shore line. Between this spit and the city front lies the harbor proper, a natural oval basin of deep water about nine miles in area, completely land-locked and fully protected from the rough seas or heavy weather outside, which here usually come from the north and west; while a second reach of land projects into the Straits at the eastern end of the city and breaks the force of winds and waves from that quarter. In a separate article we more fully describe the advantages of this wonderful harbor, for it is indeed a wonderful work of nature, and being, as it is, the only available and valuable harbor in this section of the country, it, together with all of the fine agricultural, grazing and timber lands, and the vast stores of mineral wealth tributary to Port Angeles, should of themselves alone build up and support a large and prosperous city.

But this place has much besides to depend upon and to offer to enterprising people as inducements to locate here. For milling sites it has a decided advantage over all other points in Western Washington, as vessels now carrying lumber to the Pacific coast or to foreign ports from the Sound mills have to be towed at heavy expense both inward and outward, while here they can arrive and depart under sail. Besides this, the large cost of towing logs to the mills is here avoided, and a great saving thus effected, enabling either closer competition or a greater margin of profit.

As a residence locality Port Angeles cannot be surpassed. It has the only climate in the Pacific northwest that combines a minimum amount of rainfall with a cool and bracing atmosphere, being situated, as it is, at the base of the great Olympic range of mountains, gradually sloping a distance of several miles to the shores of the harbor and straits, it provides the most commanding and attractive sites for homes, and overlooks a view of the grandest scenery in the northwest. While the city of Port Angeles has had an almost phenomenal growth, it is only such as might reasonably be expected, when the many and extensive natural advantages with which it is provided are taken into consideration. On January 1st, 1890, the population was but 400, all told; in June of the same year it had increased to 1009; in November to 2500; by January 1st, 1891, it was 3000, and to-day, at a safe estimate, it reaches fully 5000 people. It was incorporated as a town of the fourth class in June, 1890, and advanced to a city of the third class six months later. Its present municipal government is composed of W. Bromfield, mayor; Horace White, city clerk; P. F. Kiernan, treasurer; W. D. Stivers, marshal; H. B. Wilson, attorney; H. E. Williams, engineer; S. P. Camisi, police judge; C. M. Armburst, street commissioner; and D. McInnes, J. F. Meagher, S. G. Morse, E. H. Foster and Lewis Levy, councilmen. These officials are all leading citizens, business men, property owners and manufacturers, each and all having the best interests and future welfare of the city at heart, and all doing their utmost to promote every object and enterprise having for their ultimate end the good of the people and the upbuilding of Port Angeles.

The city limits now extend over some nine miles of

the water front, and reach inland about three and a half miles, comprising a total area of thirty-two miles. Last year the assessed valuation of real estate alone was \$621,500, while this year it reaches the enormous figures of \$2,100,000, and this vast amount is upon a basis of fair and equitable valuation. Over 2000 houses line the broad streets, rest upon the commanding plateau and cosily nestle throughout the shaded precincts of the Reserve. Churches, school buildings, business blocks, stores, a magnificent opera house, spacious halls, commodious and entertaining hotels, long ocean piers, all are substantial evidences of the vast progress which has been made during the past year, and an earnest of the still greater advancement which is certain to follow. Over twenty miles of streets have been surveyed, all of a uniform width of eighty feet, and some of the boulevards, which will be the future pride and ornament of the city, are one hundred feet in width. Already about five miles of these thoroughfares in the business portion of the city have been evenly graded and sidewalked, and this good work is being pushed as rapidly as the work can possibly be done, by the energetic contractors who have it in hand. A fund of \$100,000 is available at present for this purpose alone, and this will be increased to \$500,000 during the present year.

By a recent decision of the government this place has been made a full port of entry and a port of call, and is now entering and clearing more vessels than any other port in the Puget sound district. There is an established telegraph and cable service with the entire civilized world, and a government signal service station, which is also connected from here with the Pacific station at the entrance to the Straits, a distance of sixty miles, by a special wire, just run. Daily steamboat connections with all Sound points and Victoria, B. C., are made, and there is a daily mail service. Both the U. P. system and the Northern Pacific railroad are now extending their lines to this place with the intention of making it their northwestern terminus, while four other railroad companies have been incorporated and corps of engineers are now prospecting for the most available routes, with the main object of converging at this central point, and from here tapping all the vast country with its boundless resources, which lies to the south and west. The Port Angeles Southern R. R. will be the first in the field, its general route having been already determined upon and its construction contracted for.

Building will be commenced at a very early date and rapidly pushed to completion. Elsewhere we give a more detailed description of this pioneer road, and the great benefit it will be, both to this city and to the country which it will traverse and open up. The long spit forming the natural breakwater to the harbor has of late attracted the attention of the leading railroad officials of the Northwest, possessing as it does ample accommodations for the location of roundhouses, machine and car shops, depots and freight yards, while the deep water, extending as it does to within fifty feet of the shore line, presents unsurpassable opportunities for miles of piers, elevators and coaling docks, and steps are being taken to secure this enviable location for the purpose of making it an exclusive railroad town and traffic center. When these railroad connections are made, which in due course of time will be accomplished, then an international ferry to Victoria, which lies directly across the Straits, a distance of but 17½ miles, will at once be put in operation. This ferry will not only be for passenger service, but for freight traffic as well, and the vast volume of freight for Vancouver island, which now has to be handled twice, and often three times, will cross without breaking bulk, a saving in time and expense almost incalculable.

This city is now the county-seat of Clallam county, having been selected as such, owing to its central and convenient location, at the last general election,

the county offices occupying the entire lower part of the large Greenleaf Hotel building, and are well fitted and arranged for the ever-increasing business incident to the county. Extensive water works, under the control of a private corporation, supply the city with an abundance of pure water, brought from an inexhaustible spring of nature's own formation back among the foothills, and also furnish a proper safeguard against the spread of fire, should one occur; while an efficient fire brigade, composed of young and vigorous citizens and provided with an excellent hook and ladder outfit, is always in readiness to respond to the call of duty; and their constant drilling may be accepted as an evidence of what they will do should occasion ever require their services. A capable marshall and his deputies provide for the maintenance of law and order, although their services are rarely ever called for, so perfect is the general conduct and behavior of the entire population. The streets of the city and its buildings, both public and private, are lighted by electricity, supplied by a company of local capitalists, while a franchise has been granted for an electric street railway, which will shortly be put in operation, thus making even the most distant parts of the city both available and desirable as places of residence. Numerous manufactories, mills and other industrial enterprises furnish employment to hundreds of skilled workmen, and the constant growth of the city calls into requisition the services of many competent mechanics. Thousands of dollars have been invested here by outside parties, who are positive of the brilliant future which awaits the city, and the earnest and efficient work of the Chamber of Commerce and Citizens' Association, in raising the magnificent sum of \$50,000—and more if needed—to be expended in subsidies for legitimate industries which may desire to locate here and assist in giving the city stability and strength, is an evidence of what those who have cast their lot in this place are doing for its material advancement.

The signs of the times clearly indicate that the population of the future will be concentrated at central points, where there are to be found superior commercial advantages, valuable and favorable climatic conditions, and attractive residence sites; or, in other words, where the people can live and carry on the world's commerce, engage in profitable manufacturing and general business pursuits, and at the same time enjoy the greatest number of natural advantages, the comforts of home, the refinements of cultured society, and the beneficent influences and privileges of church and school. Port Angeles is one of these highly-favored localities. Politically its admirable situation has long since been recognized as possessing special commercial advantages, while it is no less one of those few points where may be found the greatest number of facilities for doing business, living well and comfortably, and thoroughly enjoying life.

ATTRACTIVE FEATURES.

There are but few places in this Pacific Northwest which possess more attractive features or present more inducements for every class of people—resident, sportsman and tourist alike—than this Port of the Angels. It is most desirably situated for residence, and contains every requirement for comfortable, refined and happy living. Its churches and schools are of the best and most influential character; its society is polished and cultivated; its numerous secret organizations are a bond of union and strength; while its glorious climate makes life ever worth the living, and infuses new courage, zest and the great blessing of perfect health into all who are fortunate enough to remain here under its invigorating and beneficent influence; and its rapid and substantial growth insures to those coming, either to make it their permanent home or for the purpose of seeking a safe investment, the most pleasant of abiding

places, with the most certain and gratifying returns. It is the home of the sportsman and pleasure-seeker. The adjoining forests and mountain fastnesses furnish such noble game as bear, cougar, wolf, elk, deer and other animals for the venturesome and daring hunter, the chasing of which furnishes all the excitement desired and an added spice of danger. Smaller game—foxes, rabbits, partridge, grouse, pheasant and other winged favorites—are abundant; while the waters teem with the finest game fish and are black with ducks. The sparkling, dashing mountain brooks flash under the swift leaping trout, whose golden speckles reflect the sunlight as they eagerly rise to the tempting fly. Shade of Izak Walton! All who would cast for these beauties, here is where such an inclination or passion for the invigorating sport may be gratified to the last extreme. The harbor and Straits are always running with the finest deep-water fish. Salmon-trolling provides excellent sport, and it is no uncommon occurrence to haul up a seventy-five-pound halibut. Bathing in the calm waters of the lagoon, inside the spit, or out through the rolling breakers beyond, afford all the pleasure imaginable to those fond of a good refreshing plunge; while a row or sail is but one of the many enjoyable features which everywhere freely offer their fund of recreation to those who would indulge in these health-giving, life-prolonging sports. To the lover of nature, in all her varying moods, this great and glorious goddess offers with lavish hand her most bounteous gifts, and ever opens out new and wondrous beauties for those who admire her works. The far-famed sunsets of Italy are not outrivalled by the gorgeous scenes here almost daily presented when the day king sinks to his nightly repose; nor is the coming of Aurora elsewhere heralded with a more brilliant advance guard. For those who would silently wander among the grand old forests and drink deep at the fountain of nature's hidden springs, the giants of the wilderness here wave their long arms in welcome invitation and spread out their sheltering canopies above the wanderer who treads their green aisles and mutely listens to the peans of praise, the notes of gladness or the low, mournful requiem which they are ever singing. "The deep-tangled wildwood," the vine-embowered ravine, the rocky gorge, down which noisily plunges the sparkling stream, or over whose abutments falls with dainty curve the crystal, lace-like cascade; the velvety banks of moss, the clustering ferns, the sylvan retreats, which attract the fancy, please the eye and lull the senses to sweet repose, while they reveal the hidden grace and beauty of the Master-mind which formed them all, may here be found on every side. Farther away, but seemingly ever near, the majestic Olympics tower over and above the more quiet and peaceful scenes below; rising like a mighty fortress their serried summits stretching away in the distance until lost in the clouds which wreath around them; covered at their base and far up their rocky sides with a garment of evergreen, which undulates in the passing breeze like a field of giant grain; then up, still higher, piling in rugged masses upon each other, their bare jagged sides flash back the sunlight or grow dark and gray under the storm clouds, which ever and anon overshadow them, until the line of eternal snow is reached, above which glistening mantle their lofty summits still tower, white and dazzling against the blue dome beyond. Chaste as nature herself, these ever-lingering crystals wrap their pure white vestures around the lofty peaks and hold them in their icy embrace, resisting all the softening advances of summer's heat, content to remain the spotless companions and guardians of these heaven-reaching spires. Dread Olympus, the majestic ruler of this mighty range, ever keeps his frozen watch, with only the winds and clouds as his attendants: hurling bold defiance to the storms which roar around him, he heeds not the giant forces of nature of which he is the most mighty creation, nor recks the seasons as they

come and go, for his own brow bears the stainless crown of unnumbered ages. In the foreground of the city the ever-moving billows of the Straits of Fuca roll their onward troubled march, bearing the growing commerce of this western world; while far across the waste of waters the beautiful island of Vancouver looms up, its "sea of mountains" now hidden by the misty clouds, and again standing out bold and defiant in the perfectly clear atmosphere. Away to the northeast old Mount Baker, that hoary sentinel who has kept undisturbed his icy vigil for centuries ago, rears his whitened head heavenward, as if looking down with cold disdain upon the lesser creation below him; while just beyond, as if seeking his mighty shelter and protection, the Three Sisters, more lowly, but not less proudly, present their graceful coronets to the admiring gaze. This Port of the Angels nestles amid all this grandeur and beauty. It is around her, above her—everywhere, offering its matchless attractions to all who would come, and coming, remain to "worship and adore the wondrous things which nature's God has wrought."

CHURCHES, SCHOOLS AND SOCIETIES.

One of the most pleasing features in connection with the inception and progress of Port Angeles, is the wise provision which has been made for the enjoyment of church privileges, the thorough dissemination of religious truths, and the ample means provided for praise and worship. There are several fine church edifices now erected and others in course of construction, which cannot but favorably impress the visitor with the great influence they must naturally exert upon the community, and the power for good which they possess.

Prominent among these organizations are the Methodist Episcopal, Baptist, Congregational, German Lutheran, and Roman Catholic; all of them are presided over by capable and beloved pastors, are largely attended and liberally supported. Others will follow with the growth of the city, and the requirements of its residents, so that none from the east or elsewhere need fear for a moment that in the event of their removing here, there will not be a church home waiting to gladly welcome them. The Salvation Army has a corps of earnest workers stationed here, who are endeavoring to further the cause they are enlisted in.

So rapid has been the growth of this city, that the educational facilities which were provided at the time of its incorporation as a town, and then deemed amply sufficient, have proven wholly inadequate to meet the constantly increasing demand made upon them. The one public school building, while extensive in capacity, and complete in appointments, has, during the latter part of this school year been overcrowded, and many of the later arrivals have been unable to procure admission. This condition of affairs cannot be chargeable to anyone in authority; it is simply the result of an even greater influx of population than was anticipated when the present school accommodations were provided. It is gratifying to know, however, that this important necessity is receiving the most prompt attention, and the undivided support of the citizens. Bonds have been issued for many thousands of dollars, and the funds thus secured are being devoted to the immediate construction of two new school buildings and their thorough equipment, upon such sites in different parts of the city as will make them most convenient and available. These institutions, when completed, will afford every facility for the proper intellectual training of the youth of this progressive place.

Port Angeles has its full complement of fraternal societies, which throughout the entire world are such powerful—and yet silent—forces in strengthening the bonds of brotherly sympathy and fellowship, and which are also the noble means of relieving the destitute and

distressed. The Knights of Pythias, Independent Order of Odd Fellows—which has two lodges and a strong encampment,—Masonic, Good Templars, a flourishing post of the G. A. R., having an auxiliary known as the Pacific Women's Relief Corps, the Carpenters Union, and the Knights of Labor, are all represented. The Caledonian Club, while in its infancy here, counts among its members many of the leading citizens, for the canny Scot may everywhere be found. The Squatters' Association, composed of hundreds of residents, while formed for protective purposes, is none the less a social power and success.

THE HARBOR.

Well and justly may Port Angeles claim to be the Cherbourg of America, for no where upon this continent, and more particularly upon this entire northwest coast is there another such harbor as this city possesses. Unique in formation, almost entirely landlocked, but with an ample entrance, having a depth of water varying from four and one-half fathoms to twenty fathoms, evenly graded, with a bottom capable of holding against the heaviest gale ever experienced on this side of the Straits, with extensive piers which are a credit to the city, and sufficient shore line to build docks enough to accommodate the commerce of the entire northwest, and with the greatest advantage of being the first and only safe harbor on the Straits, large enough to shelter the combined navies of the world, who will or can dispute the right of Port Angeles to the proud title she has assumed?

This admirable harbor was first discovered by Juan de Fuca in 1592, about one hundred years after Columbus gave to the Old World the priceless gift of this mighty western hemisphere. Sailing up the Straits which bear his name upon his voyage of discovery for a northwestern passage to the Atlantic, Juan de Fuca was overtaken by a terrible gale and his fleet in danger of being wrecked; coasting along in the hopes of finding some sheltering haven, he ran into this peculiar basin. Outside, the storm still raged with undiminished fury, while in behind the natural breakwater which he had fortunately discovered his ships rode easily upon the quiet waters. There were no further fears of loss, and as a mark of his profound thankfulness for the unlooked for and un hoped for intervention of Providence, the brave old navigator called the harbor "Puerto de los Angeles"—the port of the angels—a name which has clung to it ever since, and one which it is now proud to bear.

The peculiar shape and natural formation of this harbor is without a parallel in the known world. Extending out from the shore is a gigantic arm of land, in reality an enormous sand dune, evidently the work of the restless waves during many centuries long since passed. It is almost semicircular in shape and reaches along the front of the city for some four and a half miles narrowing in towards the town at its extreme eastern end, and leaving an entrance of about two miles wide, unobstructed by any bar, rock or reef. Within this natural breakwater is enclosed an almost oval basin, entirely surrounded by land except at its eastern opening; this lagoon has been hollowed out by the action of waves and tides until it possesses a depth anywhere within its secured limits sufficient for the largest ocean going ships or the heaviest man-of-war now afloat, with a tenacious bottom which affords a most safe anchorage in all kinds of weather. This sand spit, as it is commonly called, being on the west and north sides of the harbor, efficiently breaks the force of the wind and sea from those quarters, which, by the way, are the only dangerous ones on the Straits. The entrance, as stated, being from the east, which is further protected by another point of land a few miles up

the coast, a ship when once behind its sheltering arm is as effectively protected as though she were docked. Captain Richards, of H. M. R. N., in his reports of survey on northwest coast harbors, says of it: "A remarkably formed and beautifully located harbor, in which no winds ever blow home. The only harbor of value on the south shore of the Straits. * * * Many persons regard it as certain that some of the chief seaports of this region will eventually grow there." In the petition of the shipmasters of the Pacific Coast to the Treasury Department, endorsed by the Board of Trade and Chamber of Commerce of San Francisco, Cal., and Portland, Or., asking that Port Angeles be made a sub-port of entry and port of call, the following were among the reasons why such action should be taken:

"First.—The harbor is of easy access and on a direct route of vessels bound up or down the Straits of Fuca.

"Second.—It is the first harbor on the American side after entering the Straits from the ocean.

"Third.—There are no rocks or shoals near the approach to the harbor and it is protected from all winds and has good holding ground and ample room for all shipping."

Better reasons could not be produced, or ones which could have more weight, and Port Angeles is now a full port of entry. The government maintains the Ediz Point light house on the eastern end of the spit and also holds a portion of the land in reserve for its own use, as well as a large tract just back from the shore line where the spit joins the main land, it being in all probability their purpose to make this port their chief naval station on the Pacific Coast. They certainly could not have chosen a more advantageous or desirable location, for with the two great transcontinental railways which are pushing their lines to this point, with local roads opening up the boundless stores of timber and mineral wealth of the surrounding country, with all necessary supplies at hand, there is every reason to believe that here at Port Angeles will be located in the near future the principal navy yard, dry and graving docks and general headquarters of the entire Pacific Station.

MANUFACTORIES.

While but a city of hardly more than a year old, Port Angeles has not neglected her manufacturing and other industrial enterprises, there being several already in active operation; those of the Puget Sound Colony and Port Angeles saw mills being the principal ones. These mills are fully equipped, running up to their capacity all the time, and furnish employment to hundreds of men, both at the mills and docks and in their adjoining lumber camps. There are two brick yards at work within the city limits, which are producing a most excellent quality of brick, the clay being of a very superior grade, and with proper manipulation capable of producing a most satisfactory sewer pipe, while the terracotta turned out being as fine as could be desired. All of the products of these two yards will for a long time to come be used in this city in the erection of brick buildings, several of which are about to be constructed, thus adding materially to the appearance and solidity of the place. A large ship yard has been started at the upper end of the harbor, and several craft already built. This is the most desirable location on the Straits for such an industry, and more of the same nature are sure to follow in the near future.

Negotiations have been completed with the Merrill Mill Co., a wealthy Michigan firm, for the erection of a large saw mill upon a ten acre tract or site on the harbor, which has been donated by the city as an inducement for them to come here. This mill, when completed, will have a capacity of 280,000 to 300,000 feet per day, and will be one of the largest in the state. It will

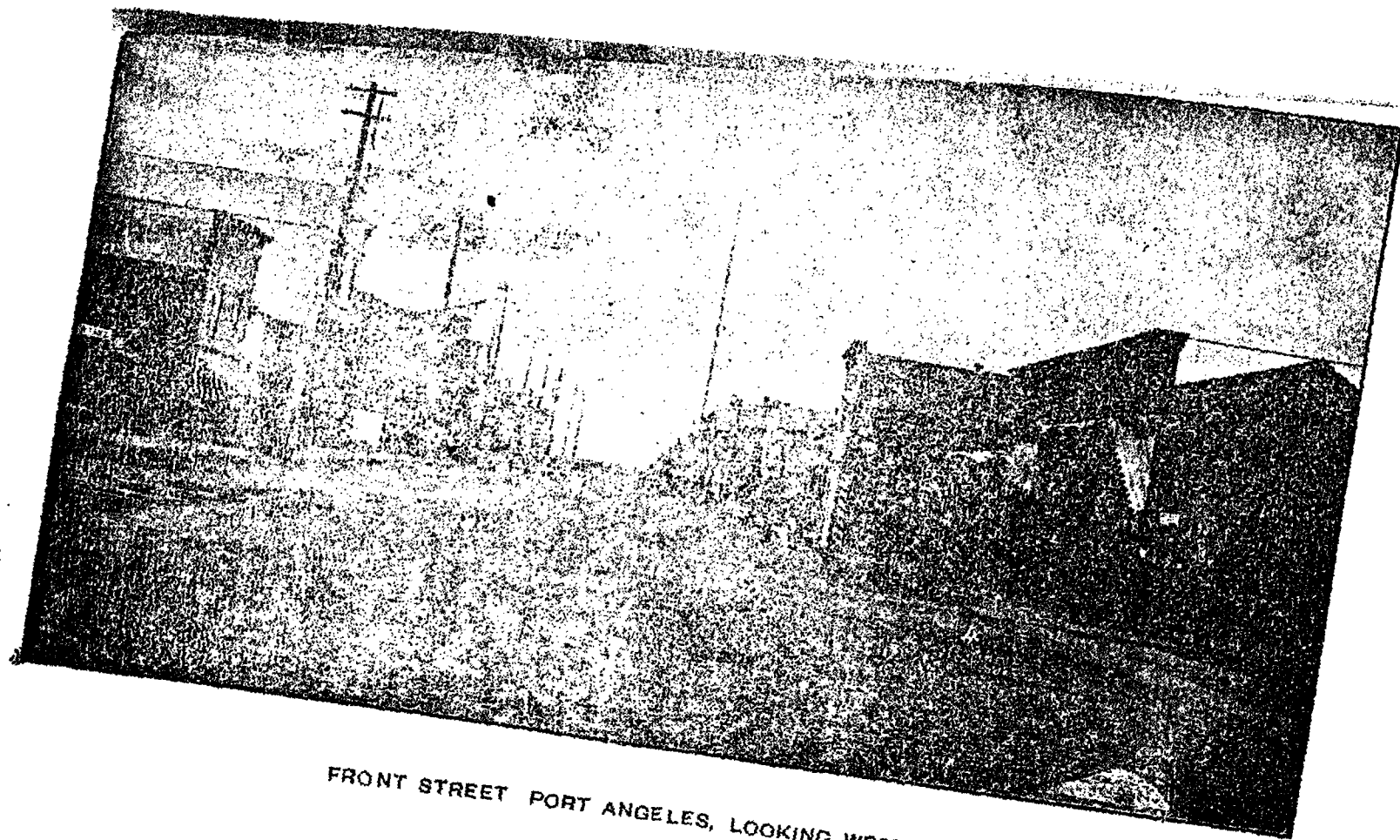
use solely the timber in the near neighborhood—Merrill & Co. owning many valuable claims contiguous to the city.

San Francisco capitalists have just arranged to put up a large factory here for the manufacture of paper from wood pulp, large bodies of timber, easy of access, being especially adapted for this purpose.

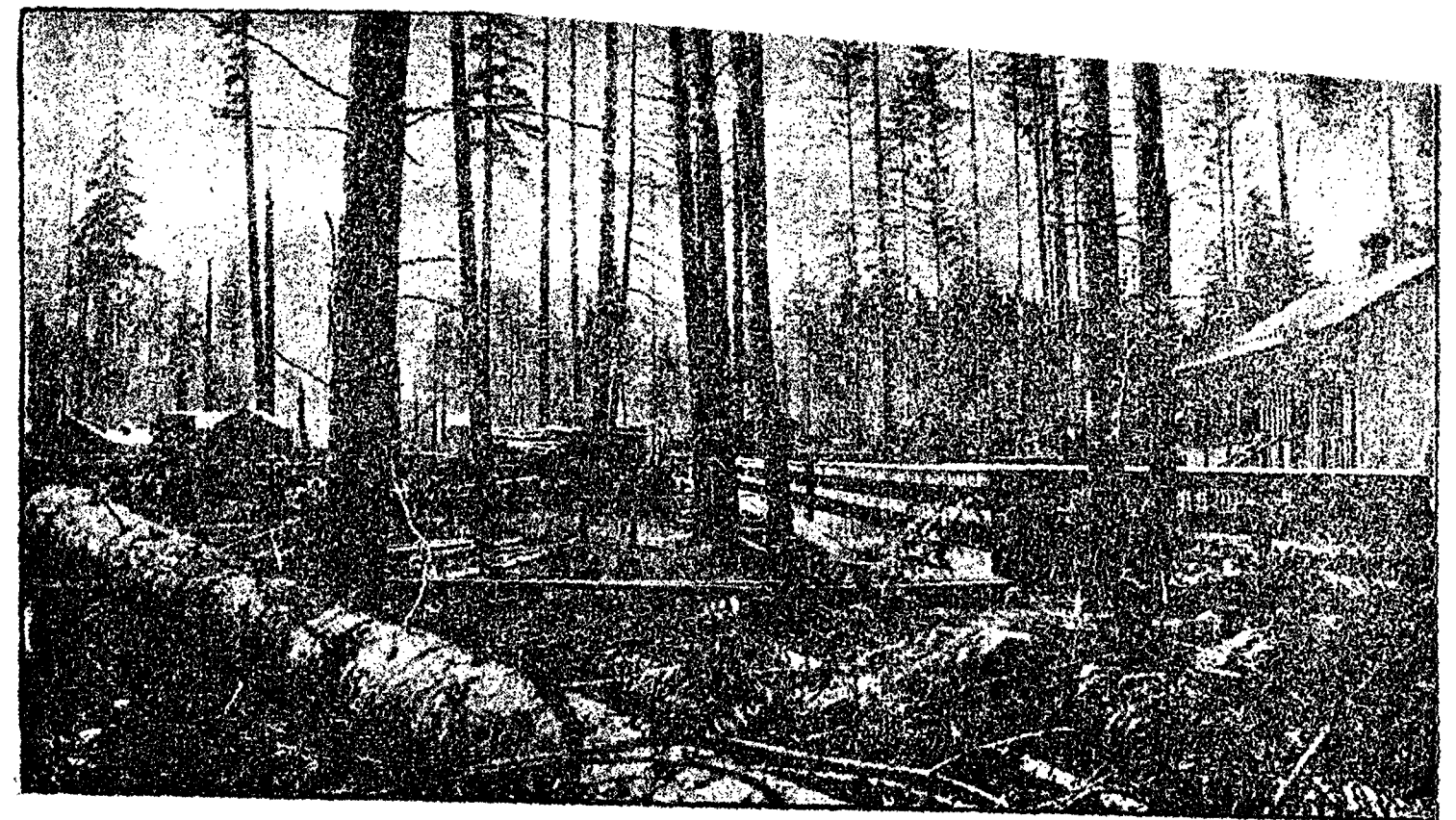
What can and will be done here in the way of starting manufactories and other industries is hardly possible to be estimated or predicted. With every natural advantage in favor of the city; with a progressive, liberal and wide-awake class of residents; and with the best shipping facilities in the world, combined with an ever-increasing home demand, it is safe to assert that it is only a question of a very brief space of time when Port Angeles will be the manufacturing centre of Western Washington. All who are looking for available manufacturing sites, or who contemplate starting any industrial enterprises where their good intentions will be met more than half way by the most generous offers of material subsidies, should read our article descriptive of the "Citizen's Association" which we publish herewith, and in which we state their aims and purposes; and, having done so, to then either visit Port Angeles, or correspond with the secretary of the association relative to their wants and intentions. The result will, we are sure, be of the greatest mutual interest to all parties concerned; for here is the place to locate and profitably maintain any industry, great or small, to the best possible advantage, and with the most certain results.

MARITIME ADVANTAGES.

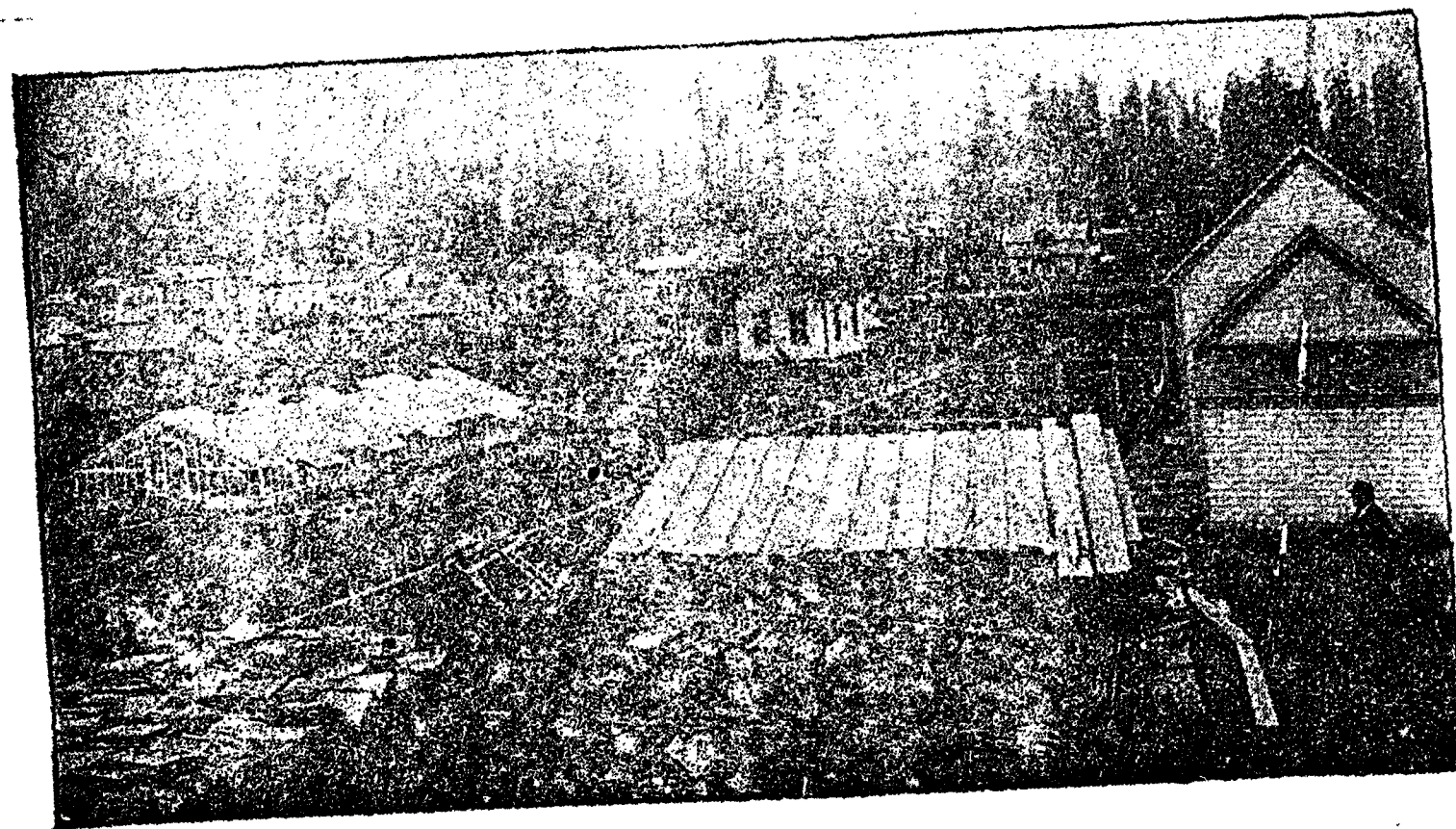
This seaport possesses the greatest advantage in its proximity to the leading markets of the world, from the fact that it has the first and only safe deep water harbor on the Straits of Fuca, thus making it the principal point for the vast commerce between the Occident and the Orient. To those acquainted with nautical affairs this statement does not need any substantiation, and it only remains to convince those who have never closely or intelligently looked into this great feature of the fact that the commerce of Western Washington and the great Pacific must eventually be controlled by and from this city. Quoting from an admirable article upon this very subject by Captain John A. Plum of Port Townsend, who is an authority on nautical matters, we may say in his words: "All vessels, whether from the United States or Europe, cross the equator in the Atlantic, in the same longitude, round Cape Horn in about the same latitude, and then cross the equator in the Pacific in nearly the same longitude. Bound north, they then cross the "Doldrums," which belt extends from two degrees north to ten degrees north in winter, and from three degrees north to fourteen degrees north in summer; and in these latitudes, or their northern extremities, is where the respective seasons' northeast trade winds are met. Passing through the trades, vessels, whether bound to the Golden Gate, the Columbia river or the Straits of Fuca, steer about north northwest until the calms of Cancer are reached, which it is necessary to cross as nearly at right angles of latitude as possible, making a dead northerly course the best to steer until the anti-trade winds are met. After crossing the equator, and until the anti-trades are met, the course is north by west of north, which usually brings the ship about 900 miles in a direct parallel from the Golden Gate, to reach which she must steer a course south of east through a region of variable winds, and often dense fogs. If running for the Straits, however, the distance is only 880 miles. The wind is naturally fair for these latitudes, and the absence of troublesome fogs makes the reaching of this port comparatively quick and easy. From Australia the same course applies as from around the Horn, although the vessel from the Antipodes as a rule



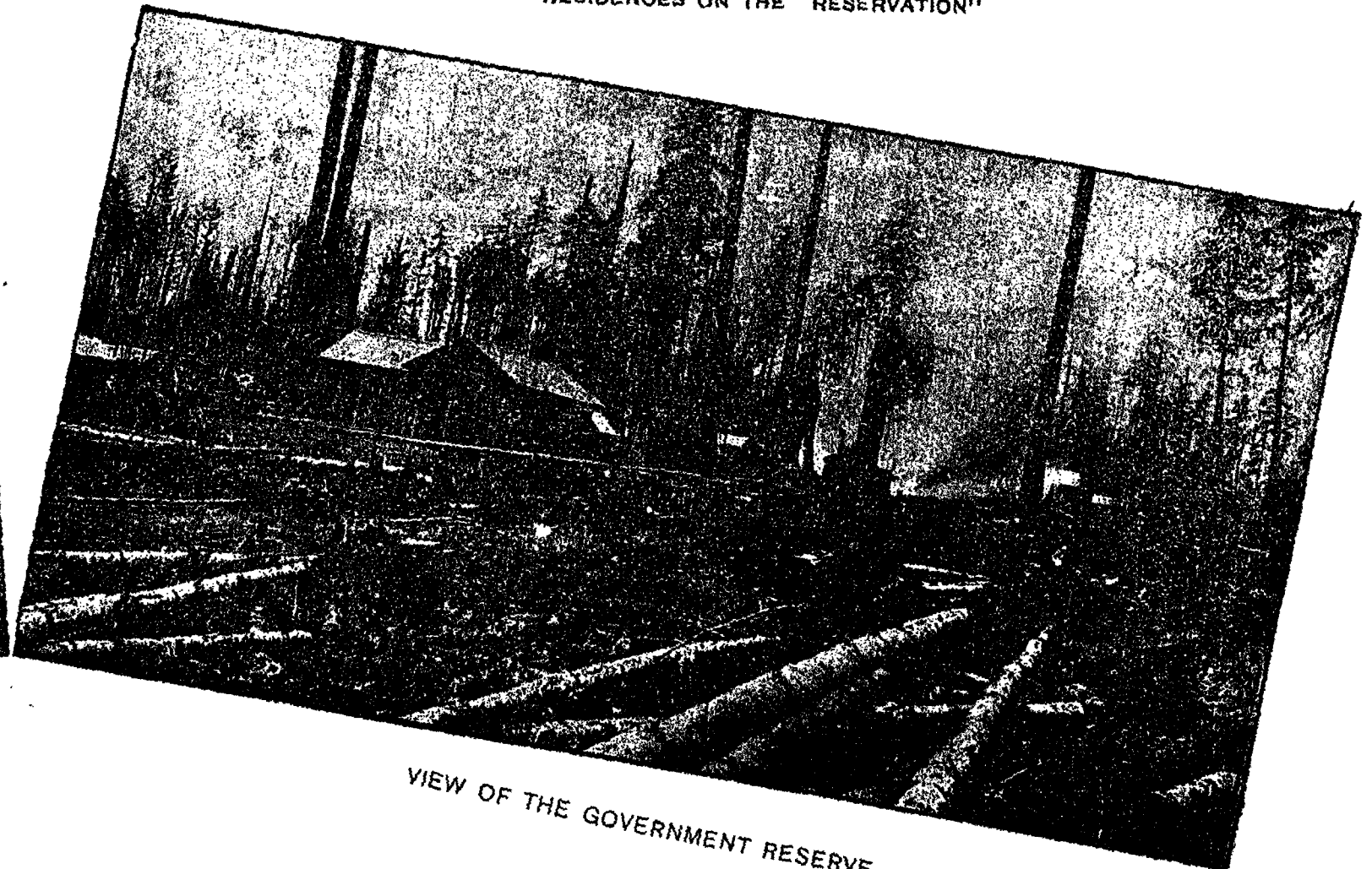
FRONT STREET PORT ANGELES, LOOKING WEST



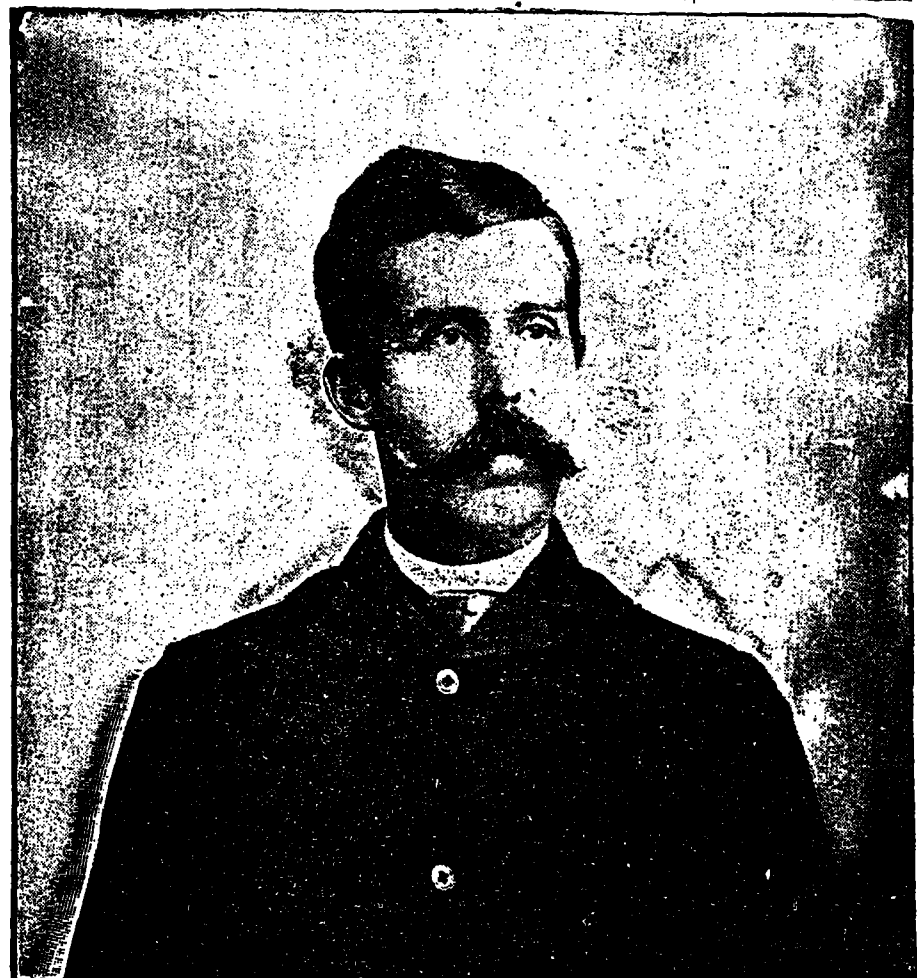
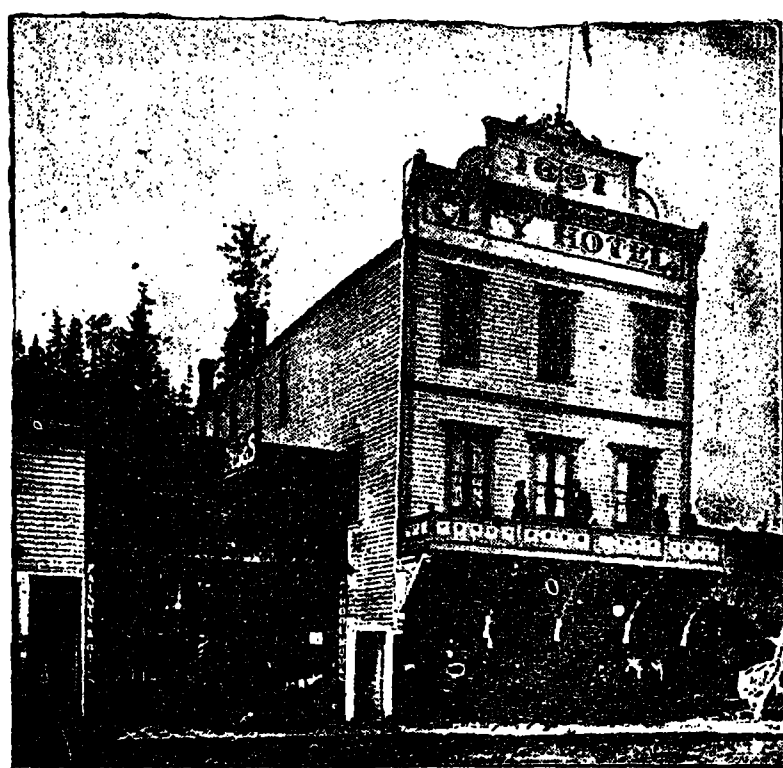
RESIDENCES ON THE RESERVATION"



RESIDENCE PORTION OF PORT ANGELES

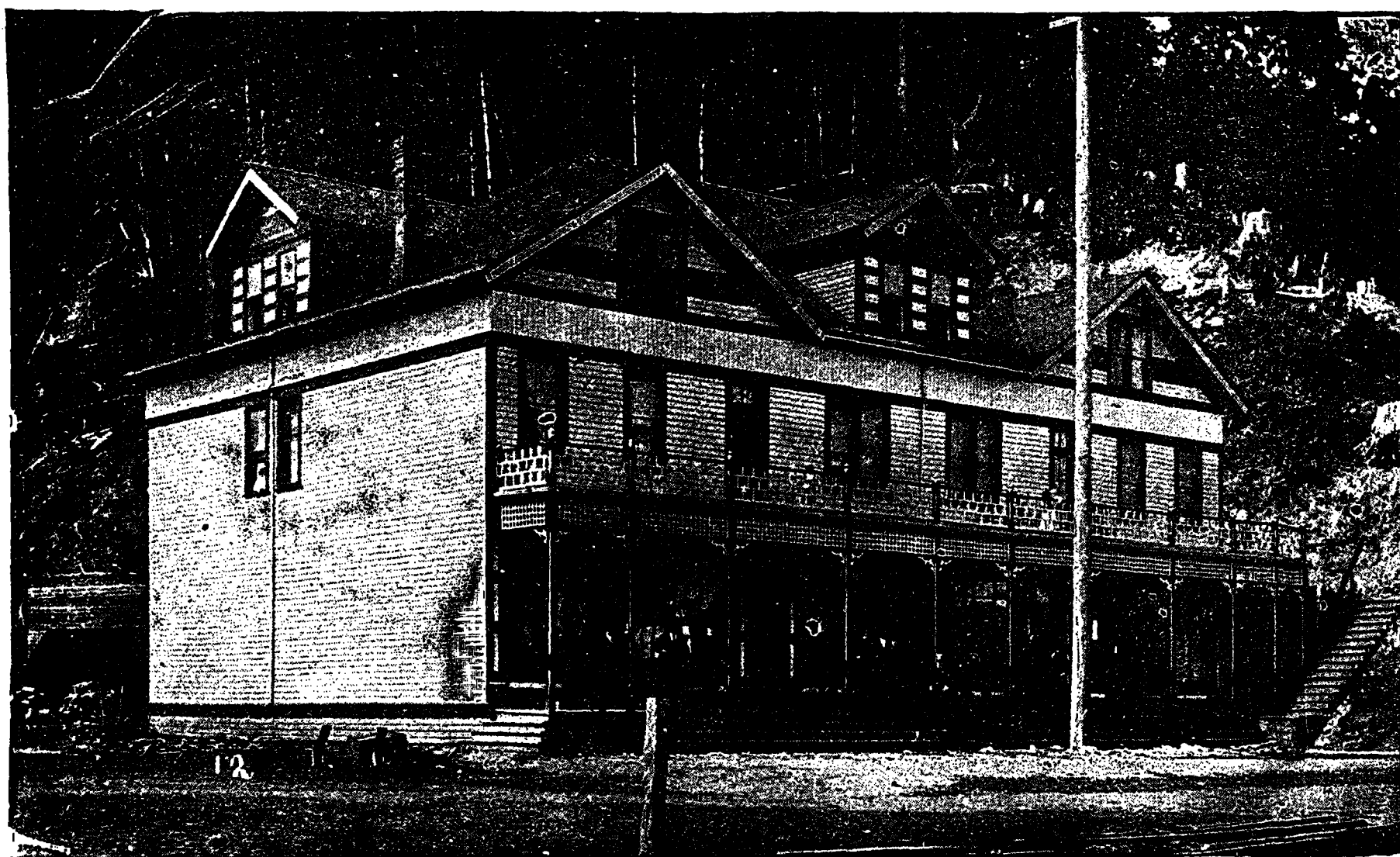


VIEW OF THE GOVERNMENT RESERVE



1. 76-POUND HALIBUT
2. THOMAS, THE PHOTOGRAPHER

1. CITY HOTEL
2. THE OONGREGATIONAL CHURCH



GREENLEAF HOTEL AND CLALLAM COUNTY OFFICES.

crosses the equator further west, thus giving the Straits a decided advantage in time and distance. Ships from Japan find a difference of some 700 miles between the Straits and the Golden Gate, in favor of the former. Many other advantages possessed by the Straits of Fuca could be mentioned, and prominent among them is the safety of running for them at any time, for their entrance is fully twelve miles wide, absolutely free from reefs and bars from shore to shore, and offering in the numerous bays which abound a fair anchorage in the event of a sudden shift of wind or a heavy gale, although the latter rarely occurs. There is no necessity of anchoring, however, until this port is reached, for should a head wind be blowing, there is plenty of sea room in which to stand off and on until there is a shift. There are never any tornadoes, cyclones or ice to combat in these waters, the only danger lying upon either shore, which are so bold that they can be seen in any weather before a ship could possibly strike the bottom." Port Angeles is only sixty miles from the Pacific ocean, directly upon the south shore of the Straits, and has the greatest advantage over any other point on either shore of any prominence, in the fact that it can be reached without a single tack under the free wind which usually prevails. From this port the distance is shorter to all the known markets of the world than from any other important place in the Northwest. Melbourne, Australia, is only 6,492 miles; Hong Kong, China, 6,093 miles; Yokohama, Japan, 4,400 miles; Sitka, Alaska, 700 miles; San Francisco, Cal., 710 miles; Tacoma, 103 miles; Vancouver and New Westminster, about 100 miles; Seattle, 75 miles; Port Townsend, 40 miles; while across to Victoria it is but 17½ miles, and when the Port Angeles Southern railroad is completed there will be an international passenger and railway ferry to the capital of British Columbia, by which freight will be delivered to and received from the Union Pacific system and Northern Pacific railroad without change of cars. The provisions of the recent mail subsidy bill, authorized by the national government, places Port Angeles far in the van of any and all other Northwestern cities as the first receiving and distributing point, owing to its closer proximity to the many foreign ports which will be reached under its expressed stipulations. It should be the work of those chiefly interested in this city to see that these many points in their favor, as applied to this particular matter, are not lost sight of, but fully and intelligently placed before the ruling powers. Port Angeles should be the chief point on the Pacific coast to receive the benefits resulting from the provisions of this bill.

CLIMATE.

The winds and mountains are the principal agents which make the favorable climatic conditions existing in this particular part of Washington; and so equally are their forces and effects adjusted, that the combined result makes it one of the most delightful localities on the northwest coast for a place of residence. It reminds one to a great extent of the South of England at its best, for while it has all the peculiar charm of climate incident to that favored portion of the United Kingdom, it is without its attendant biting winds and penetrating fogs. Except high in the Olympic range of mountains, which stands like an impassable barrier against the blasts of winter from the east, there is never any very cold weather, frosts and snow being almost unknown, although it lies white and glistening upon the towering mountain summits during the entire year, making the summer months an endless round of the most delightfully tempered days and cool, invigorating nights, ever refreshing and inspiring.

The dreaded rainy season, which is the bane of so many portions of the Pacific coast country, is here almost wholly unknown, the average rainfall being

about twenty-eight inches, which is, with but two exceptions, less than at any other point in Western Washington; and this fall is usually confined to the winter and spring months, when the prevailing wind is from the southwest, although there are never any extended intervals without rain, even in the summer and autumn, so that the farmer never has to fear the withering effects of a drought which is so common further east.

As an illustration of the almost perfect climate with which Port Angeles is blessed, it is only necessary to quote from official observations taken daily for the past fourteen years, during which time the temperature has never risen above ninety-four degrees nor fallen to lower than three degrees above zero. There has not been sufficient frost for many years to destroy potatoes left in the ground where they grew, while flowers of almost every variety bloom in the open air during the entire winter; grasses are green and growing all the year round, making stock raising and the dairy business the most profitable of industries. Cyclones, tornadoes, and blizzards are unknown misfortunes; thunder is very seldom heard, and under the almost perfect climatic conditions and influences which exist, health reigns supreme, and people live long and happily.

The principal reason for this favorable climate may be given briefly, though conclusively. The city is so situated as to receive the full benefit of the warmth arising continually from the great Japan current—the wonderful "Karo Siro,"—and is also under the direct influence of that faithful servant of the Japan current, the blessed "Chinook wind," whose characteristics are so elevating as to arouse the poetic feelings of even the Siwash Indian, and whose effects are so marked as to make a general equability of temperature unequalled in any other portion of the country, there being a gradual change from the heavier rains of winter to the lighter precipitation of summer, and the most even distribution of heat and cold, resulting in a climate as charming as the world can produce, a country in which it is a delight to live, and a people who seem to be actuated by the beneficial influences which surround them.

THE WATERWORKS.

If the health, cleanliness, comfort and safety of any community, town or city must be assured, an abundant supply of pure water is indispensable; and in this very important matter Port Angeles has, in her substantial and well-equipped waterworks, a just claim to occupy a prominent position. The source of supply is from Frazier creek, about three miles back from the city, among the foothills, and the main service pipes from the dam at that point are twelve inches in diameter, of the class known as "steel spiral weld." This quality of pipe is characterized by its lightness and strength, being capable of withstanding an enormous pressure, and those used here have all been subject to a hydraulic test of 500 lb to the square inch. The Frazier creek water is noted for its purity and inexhaustible supply; but, to guard against accident or contingency of any kind, the company controlling the waterworks have constructed a large reservoir, with a capacity of four million gallons at an altitude of over 255 feet, which will give a pressure great enough to throw a heavy stream of water over any building the city is likely to contain. The main pipes in the city are six inches in diameter, and are large enough to furnish all the supply necessary for a generation or more, even to this growing place.

The waterworks company are to be congratulated on the enterprise they have shown in thus providing the city with such an excellent supply, and also on the courage they have manifested in overcoming the many natural difficulties and obstructions which opposed them in bringing their supply from so reliable and pure a source, as well as in placing it for the use of the city and its residents on such a reasonable and satisfactory basis.

This company is incorporated under the name of the Port Angeles Gas, Water, Electric Light and Power Co., with Henry Croft, M. P. P., of Victoria, B. C., as president, Lewis Levy vice president, and C. E. Mallette secretary and treasurer. The two latter gentlemen are residents of this city and among the most enterprising in their well-directed efforts for its growth and prosperity. To them will be due the construction and maintenance of the electric street railway which is about to be built, and which will be the means of largely increasing the importance of this already advancing town.

RAILROAD FACILITIES.

THE PORT ANGELES SOUTHERN R. R. Co.

Shortly after Port Angeles began to show evidences of its future greatness as a commercial centre, and chief distributing point for the rich country contiguous to it, a party of Seattle capitalists recognizing the many advantages which this place possessed as the headquarters for a new railroad, which should tap the surrounding fertile and wealthy region, incorporated a company under the name of the Port Angeles Southern R. R. Co., with the ultimate object of building a standard gauge line from this city to a point upon the Port Townsend Southern railroad, and thus opening up direct communication with the Union Pacific and Northern Pacific lines, and to furnish an outlet for the vast natural resources of the country through which it would pass. A corps of engineers was at once put in the field and a route which would be the most available for the purpose determined upon. Overtures for a subsidy or bonus sufficient to defray a part of the great expense of building this road were made to the citizens of Port Angeles, and guarantees given that as soon as \$350,000, all in land, at present value, to be deeded to the company upon completion of the road, should be raised for this purpose, the road would be commenced immediately and pushed rapidly to completion. The residents of Port Angeles foreseeing the great advantages resulting to this city from the building of such a line, with their characteristic energy and their hearty willingness to aid the progress of this place, appointed a committee to secure the large amount necessary. This committee settled down to earnest work at once, and their efforts have received the most gratifying co-operation of the citizens of this place, the outside investors who hold large interests here, and the settlers along the proposed route of the road, so that the bonus asked for has about been raised, and within a very short time now ground will be broken, the road started, and its completion be but the work of a very limited period, as everything is in readiness to rush it through. This railroad will open up a new era, and broader fields of operations for this already flourishing city. The proposed route will be from the upper end of the harbor, where the depot, round house and yards will be located, out around the southern edge of the city limits, thence eastward to the fertile valleys and river bottoms of Dungeness, and on to the head of Squim bay. From there it will run southeasterly through the vast forests of Clallam and Jefferson counties to Junction City and Discovery bay, connecting with the Port Townsend Southern railroad

which runs directly to Olympia, and through which will be received the enormous traffic of the two great trans-continental lines, for trans-shipment to foreign ports, and across to Victoria by direct ferry. It will be the outlet for the immense potato and hay crops of this noted section, and also for the boundless forest and mineral wealth of the country through which it will pass and open up. Much of the timber along its line, especially in Jefferson county, will be hauled to the Port Discovery mills on the bay at the eastern terminus, as the mills there own considerable of the timber in that portion of the country, although large quantities will also come to the mills here. The line will traverse Clallam county for some 24 miles, and Jefferson county for about fourteen miles, and will be of the greatest possible benefit to this city, for it will not only be the means of developing the wonderful region lying contiguous to Port Angeles, but it will bring the wealth and products of the south and east directly here for export, and also be the forerunner of several other roads which must converge at this northern point, thus making it the central and principal mart of commerce in Western Washington, from which will be reached the markets of Europe, South America, Australia, Oceania, Honolulu, China, India and Japan. The officers of this road are F. S. DeWolfe, president; Lauron Ingels, vice president and treasurer; N. M. Singleton, secretary, and C. E. Mallette, general manager. They have been untiring in their efforts to push this road to an early completion, and have been ably assisted by the open-handed and liberal people of this enterprising city.

THE CITIZENS' ASSOCIATION

It takes people to build a city. In fact, it takes a good many people. Rome, even, was not built in a day, and St. Petersburg looked for many years like a hopeless failure to all but the master-mind whose determination made its existence and future greatness possible. Some cities are phenominally hewn out of the forests, and in such instances grit, endurance, faith, and strong will-power are needed by the men who are the pioneers of such places. Some cities spring up in a night, as if by magic almost, like Jonah's gourd, and as quickly perish when the noontide sun of prosperity, or the withering heat of a boom shines upon them. Others start in feebleness, child-like, and for long years languish in weakness, but grow strong, healthy and vigorous in the years of their manhood and beget a worthy name and high reputation. Nehemiah rebuilt Jerusalem and the walls thereof with a trowel in one hand a sword in the other, thus showing what can be accomplished under adverse circumstances. Most cities have a history, and so has Port Angeles. Its history does not reach back to the middle ages, or even into the later centuries, although during that period its native sons—the warlike Clallams—held their own in many a well-fought battle with the neighboring tribes. Juan de Fuca sailed up these Straits over three hundred years ago, and with his storm-struck fleet cast anchor in the calm waters of this natural harbor, and, while the intrepid explorer was thanking his patron saint for deliverance from a watery grave, he, in a moment of happy inspiration, gave to the haven the euphonious name of the Port of the Angels. For long years it laid in forgetfulness and neglect, until in the busy war times of the early sixties it was brought into prominence as a pos-

sible point of offense and defense, and President Lincoln's government set apart certain lands for military and naval purposes, which the nation still holds. It was left to private enterprise and well-directed effort, and the expenditure of large capital to make it the growing city it is to-day, and among the many agencies employed to give the place character, reputation and make it a sure field for safe and profitable investment, none are doing better or more intelligent work than the Citizens' Association for the advancement of Port Angeles. Its membership comprises the wealthiest and most influential citizens of the place. W. Brumfield, mayor of Port Angeles, is president, Donald McInnes, vice-president; Phil. A. Dolan, treasurer; Norman R. Smith secretary, and James F. Meagher, Thos. Maloney, Dr. F. S. Lewis and A. G. King, executive committee. The object of the association is to encourage capital, labor, manufacturing and other industries of every kind to locate here, and to aid in every possible way the legitimate advancement of the city. A fund of \$50,000 has been raised among the residents of the city and placed at the disposal of this association, to be used for the best interests of the place, and in the purchase of sites for such industries as may be induced to locate here. The gentlemen who represent this association are well known, and any information they may supply upon the wonderful possibilities and opportunities open here for investment, will be in every respect reliable and trustworthy, and communications sent to any officer of the Citizens' Association will receive the most prompt attention.

THE GOVERNMENT RESERVE AND SQUATTERS' ASSOCIATION.

Port Angeles possesses a government land reservation of some 3,000 acres, occupying a position of considerable advantage within the city limits, the history of which forms a somewhat remarkable and sensational story, and to some extent reveals the peculiar inward workings of the national government, and shows how things were done in by-gone days. During President Lincoln's administration, in 1862, it was enacted that these certain lands at Port Angeles be set aside for townsite purposes, the selection of them having been made after every other harbor and place of special advantage situated upon these northwestern waters had been carefully examined. An appropriation of \$2,000 was made for a survey of the site, and a portion of the original square miles of area thus reserved was platted into blocks and lots and sold from the United States Land Office soon after the completion of the survey, which entirely exhausted the small amount devoted to that work, and consequently the balance of the land included in this "Reserve" has remained in a condition of *statu quo* from 1866 until now; and also has been unoccupied up to June, 1890, since which time hundreds of persons have squatted upon it, cleared and improved their claims, built homes, many of them being tasteful and substantial residences. These settlers have in most instances brought their families, and intend remaining as permanent residents of this city. It is a somewhat surprising and remarkable sight to ascend the plateau from the lower business portion of the city, and to see opened out a magnificent expanse of land, as level almost as a floor, except for three beautiful ravines which extend through the property from back towards the city limits, and to find everywhere hundreds of cosy homes, sheltered by the grand old monarchs of the forest, and hundreds more of new buildings being erected upon every side, with the work of clearing and improving these sites everywhere going on.

In 1890 Congress voted an appropriation of \$5,000 to complete the survey and appraisement of the land, with

power of purchase to any settler who had occupied any regulation lot of 100x140 feet "prior to January 1, 1890," which latter condition was a most egregious error, as no person had located upon it before that date, and which should have read "since June 30, 1890." The question which is now agitating the minds of Port Angeles people, particularly those who have gone on the Reserve, is, how such a gross and fatal mistake ever crept into the act. This matter upon discovery was at once placed in the hands of Congressman John L. Wilson, the representative from this district, who has on all occasions evinced the greatest interest in the welfare and success of this city, and he took it up at once with the vigor which has characterized all of his congressional actions. He now assures the squatters that there is no occasion for alarm by them, for, before the survey is completed, he will be able to amend the act to meet the requirements of the case, and will also take the opportunity of making a much stronger showing in other respects. The reservation is an eminently fine one, occupying as it does an elevated level plateau, overlooking the Straits, Victoria city and Vancouver island opposite, and protected upon the east and south by the great Olympic range. To protect the interests, guard the privileges and enforce the rights of those who have or may settle upon this land before it is finally surveyed, the Squatters' Association has been legally incorporated, and is now one of the most powerful and influential organizations in the city. Their constitution is broad, firm, liberal and truly patriotic, for the preamble sets forth that "Liberty, equality and fraternity are the three grand words which can be written over the door of every man who owns his own home. To own a home not only elevates and ennobles, but gives a certain character which nothing else can give." On this platform they have framed a constitution, the object being "the protection of all squatters who have prior to this date or shall hereafter go upon the government townsite reserve." Judge G. V. Smith is president, John C. Murphy vice-president, A. A. Smith secretary, and George Myers treasurer, and the association undertakes to protect each member who is a head of a family in such holdings, provided he do a reasonable amount of work upon his lot within a reasonable time. This association has a very large membership, for it is safely estimated that there are over 1,250 homes now built upon the reserve, and they are anxious that their several and individual interests shall be fully protected, and their dwellings and holdings preserved to them. The officers are among the most worthy citizens of Port Angeles—all manly men, who will do their utmost to further the objects of the association which they so ably govern.

AGRICULTURAL AND HORTICULTURAL RESOURCES.

The unequalled agricultural and horticultural resources of Clallam county, especially that portion of it lying nearest to, and surrounding Port Angeles, have long been known to the fortunate few, who, foreseeing the immense results to be obtained from a careful and systematic tilling of the naturally productive soil, have taken advantage of the opportunities presented to them and are now enjoying the fruits of their labor. Dungeness, a few miles east of the city limits, annually raises and ships more hay and potatoes than any other section of the State, the total crop of the latter product yearly sent to other markets being from three hundred thousand to five hundred thousand bushels. For thirty years this enormous yield has been a constant and never failing source of revenue to those engaged in the cultivation of this necessary vegetable, and when it is taken into consideration that the average yield is fully 300 bushels per acre, and often as high as 800 bushels, and the lowest market price here is 25 cents per bushel, run-

ning from that to \$1 and over, it is very evident that there are not many other callings which will net so profitable a result.

Further to the southwest, there are some of the finest bodies of agricultural land in the known world, whose fertility is wonderful and its capabilities unbounded. Hops are raised in the greatest abundance, and every variety of fruit known to the temperate zone is grown in enormous quantities and of the very finest appearance and quality. Potatoes yield almost unheard of crops, often averaging 900 bushels per acre. Turnips weighing 50 pounds each are of common occurrence, while carrots, beets and other roots attain a size which would sound like a Munchausen tale to state, but anyone here almost can demonstrate that not over four of them are required to fill a bushel basket. The average yield of oats is 75 bushels per acre, and hay from three to six tons per acre, and nearly, if not all other crops, except corn, which will not mature owing to the cool nights, in equally as large proportion. Grass grows abundantly and remains green and succulent all the year round, making dairy farming one of the most profitable, as it is one of the most pleasant of industries. The cool nights of summer, the absence of enervating heat in the daytime, and the mild winter temperature give climatic conditions under which stock thrive exceptionally well. There is not a single cheese factory or creamery in this entire section of the State, and if some enterprising and experienced eastern manufacturer of these specialties would come out here and engage in this particular industry he would be sure of certain success. The butter and cream of New Dungeness is noted all over this section of the country and the supply is far below the great and growing demand.

One of the most urgent needs of this immediate part of the country is the still further development of its agricultural, market gardening, horticultural and nursery industries and possibilities. Too little attention has been paid to this great resource, especially to that of the garden and orchard. It does not require as much capital to start and keep up one or more of these small patches of land as a large farm, and it possesses the advantage of quicker returns and much larger profits. It is no unusual thing to make a small market garden, orchard or nursery yield as high as \$400 to \$1,000 per acre; and fully one-half of this amount may safely be called clear profit. The country here is almost entirely dependent upon California for fruits and vegetables and upon Oregon for nursery stock, causing a constant drain upon the communities thus situated and depriving hundreds and thousands of the work and profit which should be utilized and spent at home. As a horticultural country Clallam county stands unrivaled for the growth of all small fruits, particularly apples, plums, peaches, pears, grapes, prunes, cherries, quinces, strawberries, raspberries, gooseberries and other varieties.

As an illustration of the great yield which is obtainable here, one orchard of three acres, which had been uncared for during a succession of years, last season produced 6,450 pounds apples, 2,064 pounds pears, 1,571 pounds plums, 487 pounds cherries, 150 pounds crab-apples, 100 pounds quinces, a total of 10,773 pounds of fruit. This alone will demonstrate the adaptability of this locality for fruit culture, and with a proper amount of attention \$500 per acre would not be a high figure to place upon a well selected fruit farm. The fruit grown here compares most favorably with the very finest products of California. Apples of excellent size, appearance, flavor and keeping qualities; prunes which rank among the very highest; pears and plums of exquisite taste and admirable size; peaches and quinces unexcelled anywhere can all be raised in the greatest abundance. The markets of the world are open to the fruit grower, and right here at home the supply has never been sufficient to meet the demand; in fact there has

never been even a small portion of the local consumption provided for. The completion of the Port Angeles Southern Railroad, connecting as it will with the Union Pacific and Northern Pacific lines for the south and east; the steamship lines to the Sound and coast markets, both at home and across to British Columbia, all makes this one of the most desirable sections for this pleasant and profitable industry.

The cultivation of sugar beets should here receive extended attention. It is a product which can be easily grown, and the yield will average fully thirty tons to the acre, at a cost of less than \$2.25 per ton. The beets grown in this soil are not only rich in saccharine matter but are also singularly pure; which facts may be accounted for by the abundant rainfall and agreeable climate, as the winters will admit of working the crop nearly the whole time, the weather seldom being cold enough to interfere with either the growth or harvesting. Here, where land is cheap, well adapted to the root and easily accessible, and where both fuel and transportation are right at hand, with a good home market to depend upon, it would seem difficult to find better conditions for the successful inauguration of the sugar business; and, we firmly believe that capital will soon be found to develop this great and promising industry; and that Port Angeles will, at no distant day, have her beet sugar factories, providing not only enough sugar for home consumption, but also for the great interior, which is rapidly opening up as a most desirable market. It certainly is a field worthy the attention of the capitalist and experienced manufacturer.

While this part of Western Washington may never be the home of large and half-titled farms, it will, in all probability be covered with small farms, garden tracts and orchards under a high state of cultivation. The agricultural conditions here are somewhat similar to those of France, whose peasantry are among the most thrifty—if not the most thrifty—in the world. Indeed, the ideal condition of agriculture, is that under which farmers cultivate small areas owned by themselves; for they have the time to attend to their work properly, to look after every feature and detail of their duties, and to bring their ground to the highest possible state of cultivation. To the Eastern farmer, worn out with anxious toil, burdened with debt, subject to heavy rents and failing crops, we would say, come out to Clallam county; for here you will find either free or cheap farms and gardens, generous, open-hearted people to welcome you, good society, churches and schools, the finest climate in the world, the most productive soil on earth and every condition favorable for your being ultimately successful; and if you are not a comparatively rich man within a reasonable length of time, it will be because it is not in you to become so.

FISHERIES AND SEALING.

The opportunities for commencing and successfully carrying on extensive fisheries, and the manufacturing industries which naturally connect themselves with this business, is not excelled anywhere in these western and northern seas. The central situation of Port Angeles, commanding as it does a vast area of water, crowded with every variety of fish, with the most sheltered and commodious harbor on the coast, and a geographical position second to none, seems to have been especially designed by nature to become at no distant day the centre of vast fishing operations. Salmon here are abundant, and unlimited sport is afforded, especially throughout the autumn, in salmon trolling in the harbor and Straits. The halibut banks at Dungeness and elsewhere on the Straits offer exceptional advantages for deep-water fishing, and perhaps there is in this food product alone greater opportunity for developing this

much-taxed industry from this point than at any other place in the northwest. The waters off Port Angeles apparently swarm with these valuable sea monsters, it being no uncommon thing to haul up big fellows weighing over 70 lb by line and bait from the wharves in front of the city. The opening for salmon fishing is probably in point of possibility, even more advantageous than that of halibut. The tremendous shoals of salmon which run from the deep waters of the Pacific to the Puget sound and northern rivers almost all the year round come in by way of the Straits, and it has often been remarked as a matter of great surprise why salmon fishing and salmon canneries have not long before now been established here, where these valuable schools of food fish could be intercepted and utilized. There is no reason why this should not be done, for, with its coming railway advantages, Port Angeles should have refrigerators established for fish distribution over the continent. The other varieties of fish—such as sea bass, rock and black cod—are also abundant, and offer to enterprising fishermen large opportunities and a splendid market, with exceptionally good returns.

Already the progressive citizens of Port Angeles are taking steps to secure for this city the means whereby it may be made the headquarters for American sealers. Hitherto Victoria has enjoyed this privilege until it has become a monopoly, to the distinct disadvantage of American vessels, owners and business men who handle not only the stores necessary for fitting out the sealers, but in trading in the catch of skins as well. It has become a self-evident fact that, to enjoy a much-deserved protection and to receive home encouragement, vessels flying the American flag should, to compete successfully in the seal fisheries, be equipped and cleared from an American port. There is no other point possessing such facilities for this purpose as Port Angeles. The distance from Victoria is only 17½ miles, and the harbor here possesses a more safe and snug anchorage than that of James Bay at Victoria, while it will give all the advantage of being exclusively in American waters and under American protection. This matter, which is a most important one, is now having the intelligent consideration of the leading citizens and business men here, and it is fully expected that in a couple of seasons at least, when the international questions between the United States and Great Britain are settled, and Behring Sea again thrown open, that Port Angeles will be the recognized headquarters of the large American sealing fleet. These great reforms move slowly, but surely, and, viewing it in this aspect, it does not take much of a prophet to foretell to what importance this place will reach in the fishing and sealing enterprises in years to come.

MINERAL WEALTH.

As yet but little is known positively as to the extent and value of the mineral resources of Clallam county, or that region particularly tributary to Port Angeles. The vast coal formations and deposits of the state of Washington have become famous and world-wide in their reputation, and her future wealth and greatness will depend largely upon their development. It is somewhat of a singular circumstance, however, that the first shipment of coal from the mines of this state to San Francisco should have been made from Clallam bay. Coal has been known to exist at that point for a long time, and nearly forty years ago a party of San Francisco capitalists mined coal there for a considerable period. The class of coal was of the lignite variety, and it had the reputation of being a good, useful, compara-

tively clean steam and household coal. For reasons unknown the company abandoned the field and transferred their operations to Sehome on Bellingham Bay, where the coal was found to be so soft and of such poor quality that in a short time the mines there were also given up, this result being hastened by the sea breaking into one of their slopes; and that one venture ended the mining of coal in the more northern portion of the state. That coal exists in Clallam county in abundant deposits and of excellent quality is well known, but, owing to a variety of reasons, little attention has been paid to it. Recently, however, considerable interest has been aroused and filings on some very fine properties contiguous to Port Angeles have been made, and arrangements are now in progress for opening out the mines in good shape. From samples we have seen, the coal warrants the opinion that if found in sufficient thickness of vein, a very profitable industry is awaiting its development, and this to Port Angeles means a very large annual revenue.

The Olympian Expedition, promoted and paid for by the *Seattle Press*, a year and a half ago, for exploring the Olympic mountains, was a most praiseworthy undertaking, and the reports of the experts who formed the party were read with great interest. An impetus was thus given to the still further exploration of that district, as much unknown to the outside world as was darkest Africa before Stanley forced his way thither. The results of this later expedition were distinctively satisfactory. Within fifteen miles of Port Angeles, on one of the spurs of the Olympics, is, perhaps, one of the most important mines yet discovered. The lead has been traced for five miles and the vein is from eight to fifteen feet in thickness; though largely copper yielding, this vein also contains both silver and gold, and that it is a true vein is evidenced by the fact that the hanging wall is slate and the foot wall porphyry. A large force of men are now engaged in developing this valuable property, which is of comparatively easy access and convenient for water handling.

The wealth of the Olympics in gold, silver, iron and copper is not definitely known, and consequently no appreciable estimate has yet been made of them. That these valuable minerals do exist in paying quantities has long been demonstrated, but until the past season or two not even any prospecting has been done. The interest in these hitherto unexplored hills is rapidly growing and we do not know of any district better calculated to yield rich tribute to the intelligent prospector than these same hills. Good government trails extend from Port Angeles up the Elwah valley as far as Hurricane Hill and thence westward to Clallam bay and on to the Pacific coast.

The foothills of the Olympics are abundant in strong granite and sandstone suitable for building purposes, and also limestone especially adapted for burning with lime, or for ironmakers flues. There are extensive pits or banks of excellent clay for brickmaking, terra cotta and sewer pipe manufacturers, and this industry, owing to the city being so rapidly enlarged and improved, should be a very important one. Taken in their entirety, the mineral resources of Clallam county compare most favorably with any of the richest counties in this wealthy state, while the possibilities for the development of gold, silver and copper, and also iron, in the vast and unexplored districts of the Olympics, is not anywhere excelled.

THE TIMBER.

The timber growth of Clallam county, is equal to the very best of any similar district in the marvelous forest land of the Northwest. As yet, however, but little has been cut, and there are thousands upon thousands of acres where the forest primeval stands in its virgin purity, and where the sound of the woodman's ax has not yet broken its stillness. The magnificent stretch of land from Cape Flattery to Port Townsend, extending back to the snow line of the Olympic range, is covered with a heavy growth of Washington fir, averaging not less than 60,000 feet to the acre, and here and there with immense patches of probably the finest and healthiest red and white cedar in the state. About four miles to the south of Port Angeles, may be seen a grove of the most perfect cedar to be found anywhere in the world. Some of these giants of the forest measure as large as from fourteen to sixteen feet in diameter at their base, and tower skyward as straight as an arrow, tapering with the fineness of an hand finish to a height of 300 feet. Timber sufficient to supply the markets of the world for a century grows in this district, which, owing to the contour of the surface, and the proximity of numerous streams, can be easily and cheaply handled, and quickly delivered to the sea-board. There are two sawmills in operation now at Port Angeles, which do as yet only a local trade, but there will soon be one of the largest mills in the state erected here, by Michigan parties, and the opportunities within reach of the lumberman for the successful operation of any number of large mills here, is probably more advantageous than at any other point on the entire coast. The single advantage in the saving of towage in and out of all cargo carrying vessels would alone amount annually to a very handsome profit, while the ease and cheapness with which logs can be brought to the mills is also a very important consideration, and one which should not fail to attract the attention of capitalists and lumbermen from all over the country.

Other varieties of timber are also found, such as tamarack, maple, yew, cottonwood, some oak, and hemlock, and small growths of other woods, all capable of being used for a variety of purposes, such as the manufacture of pulp for paper, excelsior, which is an excellent substitute for hair, flax and wool, so largely used by upholsterers, while for the manufacture of furniture, fine house finishings, sash, doors and blinds, and all kinds of wood working, no more suitable field for these industries can be found, or a better location desired than here at Port Angeles.

THE PRESS OF THE CITY.

Probably nothing has made greater strides or met with more unqualified success than the press of Clallam county, and that of Port Angeles in particular. It carries with it an influence of no mean power, and is a most potent factor of weal or woe. Happily, in a majority of cases, its voice is heard and its influence directed in the cause of right and progress and for the general public good. If there is any "kicking," it is mostly limited to a friendly fling against some contemporary or political opponent. This city is the fortunate possessor of three bright, well-conducted weekly newspapers, and—shades of Thomas Jefferson!—they are all Republican organs. Not that we have any fault to find with this rather one-sided arrangement of journalistic affairs here, only it seems to be an extraordinary monopoly of the field of politics for one party to own the entire machinery, power and influence of the press; and how, at the last

general election, any member of the opposite party managed to squeeze into office with all these forces arrayed against him, is strange indeed.

The *Times*, appearing on Saturdays, is the oldest established paper in the city, and is conducted by Messrs. Smith & White. Mr. Smith is an old, experienced newspaper man from Greencastle, Indiana, where he successfully published a weekly paper.

The *Tribune*, published by Chas. D. Ulmer, official printer for Clallam county, is enjoying its second year of existence, and greets its numerous readers on Thursdays.

The *Herald* was spread to the breeze early in the present year, and is owned by Messrs. Baker & Houle, it being the latest addition to the press of the city, and so far appears to be of a dashing and somewhat pugnacious disposition. It comes out on Wednesdays, and is evidently enjoying its share of public favor and patronage.

All of these three papers are a credit to any city—clean, well-edited, neat in appearance and make-up and are doing their best to clearly and intelligently reflect the character of the progressive citizens of this place, and have, combined, published a vast amount of carefully compiled and reliable information relative to the resources, wealth and possibilities of Clallam county and the many advantages of their own city of Port Angeles. Our obligations are due and our thanks tendered to them all for a perusal of their files, from which many of the facts appearing in this description of the Gate City have been taken.

GOOD ROADS.

The county commissioners are to be complimented, and the county generally congratulated upon the stand they have taken to inaugurate a system of good wagon roads to all the principal points within the entire area of Clallam county. Good roads are indispensable to the success, good management, good government and proper development of a new country. In the past, this important feature has been sadly neglected in many parts of Western Washington, but it is surprising and gratifying to note how county authorities everywhere in the state are waking up to the necessity of providing suitable highways; and the question of roads is one of the most vital confronting the people of this Pacific Northwest in these progressive days. A good road, once built, can be maintained at a trifling cost, while they will do more to rapidly and effectively develop the resources and wealth of the country they traverse, than any other individual thing. The prowess of the Roman empire, in the noontide of her glory, was maintained, and her prestige kept up by the good roads everywhere intersecting all portions of her vast domain, until it became a proverb: That "all roads lead to Rome." When her legions invaded an unsubdued country, the first thing they did was to construct a permanent roadway, and so well and solidly were they built, that everywhere throughout Europe and especially in England, these famous Roman roads remain, and are in use until this day, wonderful monuments of their engineering skill and substantial construction. In this respect, the authorities of Clallam county are emulating the wisdom of the Romans of old, and have raised \$100,000, which large sum they hold in gold coin, to construct a system of roads which shall be second to none in the state. The survey of a main highway along the northern

boundary of the county, running east and west from beyond Dungeness to Neah Bay, is about completed, and early in August work will be commenced. This road will be permanently and substantially built, and be of an easy regular grade; at numerous points, cross-roads will also be constructed, tapping the rich mineral, timber and agricultural lands of the interior, and thus opening out a source of wealth to encourage the capitalist, lumberman, miner and farmer to develop the vast resources so abundant within the county limits. Care is being taken to construct these roads in such a manner, both as regards width, security and permanency, that encouragement will be given and franchises extended for the construction along a portion of their bed, of electric and motor railroads for the more speedy and effective transit of travelers and merchandise. It is a standing disgrace to any section of the country, that for want of proper transportation facilities, or the means of reaching the local markets with garden produce and fruit, the centres of population throughout the entire north and west are largely dependent upon California for both food necessities and luxuries, and in this way hundreds of thousands of dollars are annually sent out of the country, and the people are just that much poorer, for this money should and could be kept at home, if the farmer and gardeners had the means of quickly reaching the markets requiring their various products. In Clallam county, this will be speedily corrected, and a year from now, all the roads within her borders will lead to Port Angeles, where a ready and profitable market will await much of the produce raised. What a wonderful impetus this will give to this and kindred industries. The county commissioners are doing a great work, for bye and bye the "wilderness shall be glad, and the waste places blossom as the rose."

PORT ANGELES AS A FIELD FOR INVESTMENT.

The question may naturally be asked by those capitalists and manufacturers who read this description of the "Port of the Angels," "What does the city offer as a field for safe and profitable investment, and what are the opportunities for successfully establishing and maintaining industrial enterprises within its limits?" These queries can best be answered by comparison. The city which gives the greatest security, and produces the greatest percentage of profit upon the capital invested in it, will naturally be sought after by investors; and the city having a contiguous country containing the greatest variety of wealth-producing resources will as soon command the greatest variety of manufacturers who may be able to utilize these raw materials, for, as "like seeks like," so every individual naturally gravitates toward that particular city or country which possesses and offers the best opportunities for investment or manufacturing with which he is most familiar. The farmer only cares for the best agricultural land, convenient to markets, where his produce will command a ready and paying local sale, or be transported quickly and cheaply to more distant points for consumption. The miner prospects for, and develops only with his time and money, a rich mineral-bearing country, which will repay his labors and investments. The mechanic looks only for a favorable location, where he may have the best opportunity of employing his skill in his particular line of trade, and where he may, with his remuneration for labor, live with and provide for the comfort and education of his family. While the manufacturer must be assured of the existence of abundant supplies of necessary raw material, advantageous factory sites, cheap power, convenient shipping facilities to the markets of the world, and a certain local demand for his goods, before he will risk a change of location; and when one

place is found, as it certainly is here at Port Angeles, possessing all these admirable features and advantages, its importance as a field for the investment of capital, and its unequalled opportunities for industrial enterprises, cannot but be inviting and worthy of the most careful consideration.

To the farmer this immediate section of the country offers exceptional inducements; for, in addition to the unequalled river bottoms of Dungeness and the rich prairies of Quillayute, almost the entire area of Clallam county, except the mountain ranges and upper foothills, is the most fertile land in the world. Elsewhere we have thoroughly described what results may be obtained in this particular calling. In the timbered districts the difficulties in clearing the land for farming, gardening or horticultural purposes makes settlement necessarily slow and arduous, but when the timber is disposed of—and there is always a ready market for it—and the land put in shape for cultivation the soil is found to be so amazingly rich and productive that the most astonishing crops of wheat, oats, potatoes, roots of all kinds, hay, hops, vegetable and every variety of fruit are raised, while markets are convenient and the home demand constantly increasing.

To the miner there opens out a still richer field of operation. Coal of every grade, almost, is abundant, from the bituminous and semi-bituminous to lignite and semi-anthracite. Veins of immense thickness crop out wherever the ledges and strata are not covered by volcanic deposits. It can be easily and cheaply mined, and as conveniently delivered to tidewater here at this admirable harbor. Gold in paying quantities has been discovered, and quartz mining should become here one of the leading sources of wealth. Inexhaustible deposits of red hematite and veins of magnetic iron ore are found, together with an abundance of the richest ironstone, silver, copper, galena, granite, sandstone, building stone of the finest varieties—all present the most safe and certain results to those who may invest capital in their development. Quarries of basaltic rock, for providing suitable stone for crushing into macadam, could be opened to excellent advantage, for the vast amount of grading and the opening of new streets in this city will provide a large demand for this product.

For the experienced mechanic and capable artisan, the rapid upbuilding and substantial growth of this city furnishes abundant and profitable employment for their skill and abilities; while home sites, convenient to their work, may be purchased at a moderate price or be had upon the government reserve for the mere cost of locating and improving the claim thus secured and building thereupon. Good society, excellent church privileges and educational facilities are all in readiness, and the new settler may be assured of a hearty welcome.

For the lumberman and mill owner, nowhere in this wonderful state are there better or greater opportunities. We have given much space to the timber wealth of Clallam county in a separate article, and whole pages could be written upon the many advantages this region possesses for successfully carrying on this industry alone. It will take years to convert the magnificent forests of Washington fir and red cedar now standing in this immediate neighborhood into merchantable timber, for which the various markets of the world are open; and at this port, with its unsurpassed shipping facilities, this business can be most successfully maintained.

So great are the opportunities, and so inviting the field for the locating of all kinds of manufacturing establishments, that, if nothing beside was offered as an inducement for them to be started here, they could not find a more desirable point; but, with the added attraction of available sites furnished free by the progressive Citizens' Association, organized for that particular purpose, there should be erected at Port Angeles iron and steel mills, blast furnaces, rolling mills and foundries, sugar refineries, fish oil reduction works, furniture fac-

tories; barrel, hoop and stave industries; sash and door factories; planing, saw and shingle mills; paper mills, ship-building yards, boiler works, machine and repair shops, pottery works, cheese factories, creameries, flour mills, carriage factories, grain elevators, coal bunkers—in short, the abundant raw materials which the vast and varied natural resources of the surrounding country freely furnish, will support and make it profitable to run within the limits of this city all of the industrial enterprises which we have mentioned. Other states have almost, if not quite, exhausted their sources of natural supply and must come here for their requirements in the near future. To be first in the field is always a great advantage in any line of business or industry, and the coast is clear in this vicinity for those who are enterprising enough to be in the van of the march of progress which must quickly start here. With excellent railroad facilities now in course of construction; with the two great transcontinental lines seeking an entrance; with unequalled harbor accommodations; with the entire world reached from here more quickly than from any other port in the great Pacific Northwest, and with an intelligent, prosperous and growing population, inviting and encouraging a still greater influx, where can capital seek or find a safer field for investment, or where can the manufacturer secure a more desirable location? The world besides offers none better.

SOME OPINIONS AND REASONS.

Burns' apt remark: "Oh, wad some power the giftie gie us, to sae oursel' as ithers sae us," is hardly applicable to Port Angeles, for, while others may and do see with astonishment and wonder the great progress which is being made here, the citizens themselves are also fully aware of the many great advantages which their town possesses and are working together as one man, with the single aim and object of sustaining the proud reputation which they have already achieved, and which they are all endeavoring to still further promote. It is a very significant fact, and one which carries more weight than volumes of self-description and praise, that hardly anyone ever visits this city and departs with a feeling of disappointment.

It is the rule and not the exception, that those who are investors, and who are more or less acquainted with nearly all the new towns in this state and are also accustomed to seeing surprising developments, and to weighing well the future possibilities of the places they contemplate making investments in, have even become enthusiastic in their admiration of Port Angeles, after carefully examining all of its certain advantages. Hundreds of the best posted men in the country have visited this place since its inception, and none have thus far expressed themselves as having other than the most favorable opinions regarding it, while many of them have backed their opinions and confirmed their judgment as to its great future by extensive investments. There are many reasons why this pleasing state of affairs and satisfactory results have been arrived at by such men. They see in the magnificent bay and harbor only the very best of opportunities for the centralization of the vast shipping and commercial interests of the Northwest; they are favorably impressed with the very advantageous natural site which the city has secured for her foundation and growth; located as it is, upon an elevated plateau gently sloping to the shoreline, admirably adapted for drainage and the perfection of sanitary arrangements; with an inexhaustible supply of pure water; protected upon all sides from the rigors of winter and the extreme heats of summer, by the great Olympic range at its back and the open Straits in front; with the most perfect of climatic conditions and surrounded by the grandest scenery in the world, and, as a natural consequence, they are not afraid of making investments

here, being confident that the united and intelligent efforts of its citizens will so develop the place as to make their returns certain and large.

Probably the best illustration of the real value of Port Angeles as a field for investment, and of its coming importance, may be shown in the fact that hundreds of thousands of dollars have been put into it by the most shrewd, careful and conservative people in this section of the country,—the capitalists of Victoria, British Columbia. They have not done this hastily, for such is not their way, but, that they *have* done it, goes far to serve as an inducement to others who are also looking for safe and profitable opportunities in which to put their capital. It may be, or it may not be true, that these monied men of Victoria have a personal interest to serve, or a selfish end in view, in that they are endeavoring to bring to their own city, through this port, the vast commerce and business of the Occident, which seems to be tending towards Vancouver, B. C. Let this be as it may, it is certain that they have recognized the admirable location of this city, as the first and only port on the American side of the Straits, where regular lines of ocean steamships from Australia, India, China, Japan, Honolulu and South America, and also from all Eastern and European ports as soon as the great Nicaraguan canal shall be completed—will eventually converge; and, that in this fully expected event, the short distance across the Straits to their own city can easily and quickly be covered by a gigantic railroad ferry, thus bringing to them, through Port Angeles, the large volume of business, which otherwise would go to other points in the province.

While this would materially help Victoria, it would be of much greater advantage to Port Angeles, giving it the certainty of an unparalleled growth, positive and permanent standing throughout the business world, and an undoubted commercial supremacy, which would make her rank high among the leading cities of the country. This is, without doubt or question, the ultimate future of this Port of the Angels. Nature has too richly endowed her to permit such a lavish bestowal of her gifts to long remain unimproved and buried, and has as well destined her to become a great populous and commercial centre, by providing her with one of the finest harbors in the world; safe, deep and free from every obstruction to navigation; backed her with vast forests of the finest quality of timber; furnished her with untold stores of mineral wealth, and spread out around her with a prodigal hand over 1,000,000 acres of the richest agricultural and horticultural land in the great state of Washington.

Without any thought of, or attempt at a boom, but with a dread of the withering effects of such a calamity befalling her, the people of this "gate city" have intelligently spread the advantages of her own inherent worth, and her certain possibilities upon more acquaintance have done the rest. Already four railroads have been incorporated with the object and purpose of expressly making this their terminal point; recognizing its value and importance as the coming chief and principal city of the Northwest, where must centre the immense ocean commerce which will be received here for distribution to the many rapidly developing inland districts, and to where all the various manufactured and agricultural products of this mighty country, which are not required for domestic use, must be transported for export to the nations of the world.

Not only has Port Angeles this vast ocean commerce and railroad traffic within her control to invite the capitalist and manufacturer, but she has every pleasing feature for attracting home-seekers, and she is in consequence destined to become the gem of cities, sitting as queen of these mighty Western waters, whose harbor light shall flash as the beacon of this wondrous empire, guiding those who are wise men to her fair haven, even as did the star in days of long ago.