

Millions in Lumber.

Forests and Shingles of the Puget Sound Region.

How Washington is Roofing the Union—A Chat With Gen. Shelby—The Romantic Career of Gov. McGraw and a talk With Him about the Monte Cristo Mines—How the Richest Silver and Gold Leads of the World Were Discovered With a Spy Glass—A Glance at Three Big Cities of the Northwest, Spokane, Seattle and Tacoma—Stories of Tacoma Millionaires and the Rise Future of Puget Sound.

Special Correspondence of the News.

TACOMA, WASH., May 18, 1893.—I saw a cedar stump the other day on which a crowd of seventy-two people stood and sat while a photograph was taken of them. It was so large that a cottage could have been built upon it, and the height of the tree before it was cut, I am told, was 200 feet. The greatest industry of this Puget Sound region is its timber. The trees here turn out logs from 100 to 200 feet in length, and Washington has now at the Chicago exhibition a long four feet square which is 20 feet long. From a tree cut here the other day, six big saw logs were taken each thirty feet long, and the tree was five feet in diameter at the base, and its first branch started out 170 feet above the ground.

A farmer not far from Tacoma lived in a hollow cedar tree while clearing his homestead. The cavity was twenty-two feet in diameter, or as big as a large parlor. His ceiling was forty feet above the ground and a knot hole just below the floor. The ceiling was made of the bark of the tree. He put in a floor eight feet above the ground and on this he built a stone fireplace with a stick and clay chimney. Under the floor he kept his horse and cow, and he lived on the second story of the tree hole.

The best ship timber of the world comes from Washington, and masts and spars are sent from here to Australia, China and other parts of Europe, Asia and Africa. The timber resources are practically unlimited, and I am told that there are over three hundred billion feet of standing timber in this state. At the present time a little more than one billion feet is being cut every year, and at this rate there is enough left for three centuries to come. Some of the largest sawmills in the world are located near Seattle and Tacoma, and more than two million feet of timber are now cut every day.

ROOFS OF THE WORLD.  
During my stay in Minneapolis I was told that the red cedar shingles of

Washington were fast driving the pine shingles of the market. And I learn here that shingles are being shipped in vast quantities all over the United States. I was shown in the Seattle Flat, before the power office a cedar shingle which had been on a roof forty years and which was still in good condition, and I saw yesterday a photograph of a fir tree, the marks upon which show it to be more than 200 years old, and in the roots of this tree was fastened a cedar log, which must have been lying on the ground when the first sapling grew over it. The 200-year-old cedar log was examined and found to be perfectly sound, although it has reached this vast age.

I talked last night with Mr. Shelby, the general manager of the Great Northern railroad on the Pacific coast, about the shingle trade of this section. He tells me that it is growing rapidly and that he expects to be able to put cedar shingles down in New York, Ohio and Indiana at about the same rate as pine shingles. He predicts that within a few years the pine shingle will practically go out of the market. He tells me that two billion shingles will be turned out from this region this year. Said he:

"There is no comparison between the two products. A roof of pine shingles has to be replaced every five or six years, while one of cedar is good for forty or fifty years. At the present price and rate of transportation we can ship shingles from here to Buffalo so that for thirty dollars a man can obtain enough Puget sound shingles to cover a two-story house, and the result is that the lumber dealers of the east are giving up pine and taking to cedar. It would surprise you to know how much traffic there is in this form of lumber. It will take 15,000 cars to carry the shingles which Washington will send to the east this year, and when you remember that the first car load of these shingles that was ever shipped to Chicago went east in 1852 you will see how great the growth has been. I expect to see this trade rapidly increase, and within two years three quarters of the entire production of shingles in the United States will go out from the state of Washington. We now use about 10,000,000 of shingles in this country every year, and the day will soon come when the whole of the Union will be roofed with Washington cedar."

"Can you give me some idea of the

extent of the lumber regions of Puget sound?" I asked.  
"We have," replied Gen. Shelby, "nearly as much as all the rest of the United States put together. It is a low estimate to put it at 100,000,000 feet. Or, to give a more practical idea of it, it would take a train of cars long enough to go nine times around the world to carry this lumber. Already there are 20,000 men employed in the wood working industries of this state, and we spend more than \$10,000,000 in wages for lumber workers every year. Lumber is sent from here to Duluth and comes right into competition there in the midst of the pine regions of Minnesota and Wisconsin. We get out a class of logs here that you cannot find anywhere else, and the long timbers, from forty feet and upward, which we send out cannot be found in the eastern states."

GUY MCGRAW.

I met the young governor of this state last night at the Elmer club in Seattle, and had a chat with him about Washington and its possibilities. Gov. McGraw is one of the brightest young executives of the Union. He is just about forty years of age, and he came here from Maine eight or ten years ago. His career reads like a romance.

He was the son of a lumberman of Maine, and his father died while he was still small. His mother married again and his stepfather did not credit him in the lap of luxury. The boy had to, to a large extent, take care of himself, and his schooling was confined to about six months in all. One story I heard was that the old man made young McGraw wear his boots to school. They were number twelve, and when little McGraw wore them they caused him no end of trouble.

It was the custom there to make the scholars tie the mark. There was a chalk line drawn upon the floor, which the boys had to toe when they stood up in their classes to recite. McGraw's boots were so large that with his toes on the chalk line he was thrown far back of the line of the rest of the class. The teacher could not at first understand it. He thought the boy was cutting up and he would go behind and line up the class, hitting little McGraw for getting out of the line, and then going in front and seeing his feet over the chalk line he would be driven back, flying between Scylla and Charybdis the greater part of the time.

HOW MCGRAW MADE A FORTUNE.

McGraw's boyhood was spent in hard work and by the time he was a young man he had saved enough to go into business. He failed, however, and awoke one morning to find that he had a wife and family on his hands and only \$1.15 in his pocket. He decided to leave Maine and go west. Saying good-bye to his family he struck out for California and arrived in San Francisco with his total assets amounting to only forty-two dollars. He sent forty dollars of this to his wife and looked about for work. The only job he could find was that of street car driver, and he held the reins of a trotting car for several weeks, all the while looking out for something better. One day while driving down

Kearney street he saw this sign on a bulletin board:

"BUY SEATTLE COAL."

The words stuck to him and he kept saying it over and over, and wondering where Seattle was and what kind of a place it was. He had heard of it before, but he could not think where. Finally he remembered that a man from his region in Maine had gone to Seattle. He found where the place was and wrote to him, and a week or so later came here to make his fortune. The town was small at that time and he soon made acquaintances. He got a place on the police force and proved himself so efficient that he was elected sheriff. He held the office of sheriff for years, then went into the hotel business. He had in the meantime brought his family from Maine and was doing well when a fire burned him out and left him again without a dollar. He had studied law, however, while he was sheriff, and he went out his shingle. He soon gained a practice. He invested in various properties and made money. Now he is president of one of the first banks of Seattle and is in independent circumstances. He is one of the most popular men in the state, and when his name was spoken, without any preliminary canvassing, at the last state convention he was nominated for governor with a flourish. He was elected by a large majority, and though he is not a man of political ambition he will be sooner or later in the United States Senate. He is one of the shrewdest political managers in this state, and it was through his management that Squire got his present seat in the United States Senate.

THE EVERGREEN STATE.

"We call Washington," said Gov. McGraw, "the 'evergreen state,' and we have no doubt but that it is to be one of the greatest states in the Union. We are rapidly increasing in population and the emigrants follow close on the heels of the government surveyors. The state is not all surveyed as yet and is rapidly being taken up, and we have now more than 40,000 people. We expect to be the Pennsylvania, Ohio and New York of the west. The population of Puget sound will be the greatest of any part of our Pacific coast. Right here in Seattle we will have a town as great as San Francisco, and Puget sound will, I am convinced, eventually be a great shipping center for Asiatic trade. We have a fresh water lake here which, with two to four miles of canal, would be accessible to ocean vessels, and along Puget sound there are magnificent harbors. We are 400 miles nearer Shanghai than San Francisco, and we except eventually to have the bulk of the Chinese trade. The trade of China amounts to \$1,500,000,000 per year and now largely belongs to Great Britain. It steadily increases, and it is safe to say that at no very distant date the trade of China and Japan will amount to \$200,000,000 per year. There is no reason why America should not have its share of it. There is a vast trade between China and Russia, and between Manchuria and European Russia. There is a caravan line of 30,000 caravans and more than 100,000 horses every year.

There is no reason why a large part of the shipments carried in this way should not be sent over here to Siberia and China, and I expect to see this time when our Asiatic trade will be one of the most important features of our commerce. We are so located that we will eventually be the great manufacturing section for this trade, and our mines and timber are such that we can make anything that the world wants. We have vast coal fields and great fields of iron, and the prospect now is that we have the greatest gold and silver fields of the world."

"Tell me something about this, governor," I said.

THE MONTE CRISTO GOLD MINES.

"I refer," said Gov. McGraw, "to the Monte Cristo gold mines. These are owned by a small syndicate of rich capitalists including such men as John Rockefeller, Colgate, Hoyt and Mr. Colby, and a railroad is now being built from here to them at a cost of \$5,000,000. The mines lie about fifty miles northwest of Seattle. They are surrounded by the most rugged of mountains and they run in and out of great gorges. The use is found in large veins, and some of it assays fifty dollars of gold and seventy-five dollars of silver to the ton and upward. There are a number of mines in this region, but the most of them belong to this syndicate. It will take a fortune to get the ore out, but it will probably pay a dozen fortunes as soon as the road is finished and the veins are opened up."

"How was the gold discovered?"

"Its first discovery was made with a telescope," replied Gov. McGraw. "Some prospectors saw the gold gleaming out of the side of the mountain four miles away from where they stood. They worked their way up to it and found that a great slide of the earth had taken this great vein of gold. The amount in sight, I am told, is worth millions, and one of the ledges exposed may be traced a distance of 4,000 feet up the mountain side from the mouth of the gorge, and the width of this ledge is from ten to forty feet. The gold seems to run through the mountain and it is almost altogether in ledges. There are no placer mines and no nuggets to be found in the streams. A town is now being built at the mines, and by the middle of summer we will have there one of the liveliest mining camps in the world. The way it will be run, however, will be more as a great manufacturing industry than as a gold camp. The character of the mining is such that it will have to be done with the most improved machinery and after the latest and most practical of business methods."

I find that there is little chance for a poor man to make money in mining in Washington. The country has a gold very thoroughly prospected in the neighborhood of the new gold regions, and his only hope of work would be at regular wages in the mines. The railroad which the Colby-Hoyt syndicate is now building will take plenty of good workmen there, and who is called the 'father of Tacoma.' He owns about \$11,000,000 worth of property in build-

ing up of the still vacant territory of the state.

A GLANCE AT SPOKANE.

I have now spent two weeks traveling through the state of Washington. It is one of the finest states of the Union and promises to be one of the most prosperous. The population is made up of eastern men and it is full of enterprise, fire and vigor. It seems to me now to be on the verge of a boom. It is recovering from its temporary stagnation and its cities are growing very fast. My first stop was made at Spokane, the metropolis of the eastern part of the state and the largest city between the Pacific and St. Paul. Spokane has 25,000 people and it is practically only four years old. It was burned to the ground four years ago, but it has now as fine business blocks as you will find anywhere in the country, and its business clearances show that it does as much business in proportion to its size as any town in the Union. It has one of the finest waterfalls in the world and its electric car lines, electric lights and a great part of the electric power of the city come from these great falls. The city now uses about thirty-five hundred horse power from the Spokane river, and I am told that the falls give a horsepower of more than thirty thousand. Spokane is almost entirely populated by New England people and families from Ohio and the north middle states. It is in the center of an agricultural country and it will continue to grow.

TACOMA AND ITS PROSPECTS.

One of the richest cities of the United States is Tacoma, which is at the head of navigation on Puget sound and which promises to be one of the greatest cities of the country. The town is only about six years old, but it has a population of about 20,000 and is assessed at \$1,000,000. Its banks have a capital of \$2,000,000 and its car shops pay out in wages \$200,000 every month. It has fifty miles of electric car lines and it is building more. It is the terminus of the Northern Pacific railroad and it has now a line of steamships to China and Japan. It is one of the great lumber centers as well as one of the great shipping ports of the northwest, and it sent out last year more than 600,000 bushels of wheat to foreign markets. It has a monthly pay roll of nearly \$500,000.

TACOMA MILLIONAIRES.

It has a large number of elevators and factories. Tacoma is one of the prettiest cities of the northwest. It has more millionaires to the block than any other town in the country and its rich men have come to stay. They have built big houses and it is a city of homes. The people of the east cannot imagine how quickly one of the western cities builds. There are residences here that would do credit to New York or Chicago, and I drove yesterday through miles of fine homes.

The biggest property owner in Tacoma is, as I have said, C. B. Wright of Philadelphia, who was president of the Northern Pacific railroad when the city was started and who is called the 'father of Tacoma.' He owns about \$11,000,000 worth of property in build-

ings and lands there and he is said to be worth more than \$50,000,000. He is building a hotel here which will cost over a million dollars and he believes that Tacoma will be the Chicago of the west.

I met Judge Callahan at the club here last night. He was, you know, prominent for years as a Congressman from Indiana, and he came near being elected for the Senate instead of Squire. He came out here about four years ago with \$50,000 and he has made enough to be practically independent. He is interested to some extent in the mines of the northwest and may buy up as a rich man at no distant date.

By the way, one of the rich men out here is Sam Wilkinson, who is, I think, a son of the Wilkinson who was famous as a publisher in New York some years ago. It was Wilkinson who had the publication of Beecher's works. When the Tilton scandal occurred it was announced to the old man one night after he had gone to bed. As soon as he heard it he rose up in his red night shirt and exclaimed, "That knocks Beecher's Life of Christ higher than a kite!" FRANK D. CARPENTER.

A Social Experiment.

A committee of prominent residents of Union Springs, N. Y., including several clergymen, who are to assume the exclusive sale of liquor, have issued the following statement: "We will allow no man to pay for another man's drink. We will permit no drunkenness, nor any approach to it. We will allow no one apparently under the legal age within our doors. We will sell to no man if by the proper persons we are forbidden to do so. To certain other persons, their money to be passed upon by a majority of the committee, we will not sell at all. We will not sell spirits in larger quantities than a single glass, except on a physician's order, and of all such sales we will keep a record. These and such other wholesome rules as from time to time we may deem desirable we will enforce. Our entire policy, which will be large, will be handled over as frequently as possible to the town authorities, with the understanding that they will be used for the purpose of reducing the taxation of the town."—Cot. Philadelphia Ledger.

What Monarchy Costs.

The total cost of the monarchy is directly about \$800,000 a year, but there are railroads who argue that indirectly it costs double. Let us then take their estimate, which is something over \$1,600,000, and divide that among 28,000,000 people. What does it come to a head? About 7 pence a year, or perhaps 10 farthings a month. That is the utmost the queen costs her subjects. That is the utmost which they would gain by abolishing the monarchy, or would they gain that? If they think so, they are singularly sanguine. Let them turn to countries which are under a republican government, and they will find that elected presidents are apt to cost more than monarchs.—National Review.

HINTS FOR HOUSEKEEPERS

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and Decorations to match,  
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Style.  
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feet and 9 feet high for  
**\$5.00**  
only, less 5 per cent for cash. Will last for  
years.  
**Just Arrived,**  
A carload of Linoleum and Floor Oil-  
cloths,  
You will surely get what you pay  
for if you buy  
**Carpets**  
Of any Grade  
From our Great Assortment.  
Don't drive nails in your nice walls  
when you can buy our elegant  
**Room Mouldings**  
at almost any price.  
We are headquarters for China and  
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**INSERTION MATTINGS,**  
They are delightful for Summer use.  
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