

ton 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 cradle him in the lap of luxury. The boy had, to a large extent, to 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 twelves, and when little McGraw wore them they caused him no end of trouble.

It was the custom there to make the scholars toe 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 his body 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 thus 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 \$142 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 bobtailed 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 hung 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 sprung, without any preliminary

canvassing, at the last state convention he was nominated for governor with a hurrah. 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 as well as one of the best business men of 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 400,000 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 \$130,000,000 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 \$300,000,000 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 36,000 camels 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 the 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 lumber are such that we can make anything that the world wants. We have vast coal fields and great beds 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," said I.

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 \$3,000,000. 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 ore 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 left bare 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 bottom 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 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 been 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 wages will not be extravagantly high. There is more money in the buying of lumber tracts and in investing in hop lands and in the taking 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 vinegar. 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 biggest city between the Pacific and St. Paul. Spokane has 35,000 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 bank 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 comes 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