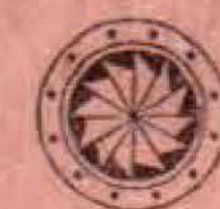


EVERETT,



WASHINGTON

OMISH COUNTY MUSEUM
Historical Association
ett, Washington 98201

EVERETT, WASHINGTON.

It is a matter of history that more than twenty-five years ago when a committee of the directors of the Northern Pacific railroad was sent out to locate the Puget Sound terminus of that great trans-continental line, three locations were selected from which the choice was to be made. Port Gardner, upon which Everett is now situated, was one of the three. It is distant from Seattle, north, 33 miles; Tacoma, 64 miles; Portland, 209 miles, and San Francisco, 981 miles. It lies nearly opposite the Straits of San Juan de Fuca, but separated and protected by Whidby island, the largest island of the Sound. Upon the gently rising peninsula formed by the junction of the Snohomish river with the Sound, is the site of the city. Besides a capacious salt water harbor, which the ocean-going steamers regularly visit, the city has in the delta of the Snohomish the making of a fresh water harbor superior to any on the Sound, consisting of four distinct water courses, all of which are with slight expense navigable for large vessels.

The United States government is now constructing a fresh water harbor at Everett, the advantages of which to the ocean commerce cannot be over estimated. If a vessel has been in the salt water for several months its bottom becomes covered with barnacles which greatly impede the progress of the ship. When a vessel rests in fresh water for a short period the barnacles fall off, thus saving the expense of docking to accomplish the same purpose. It has been estimated that a fresh water harbor saves a vessel from \$800 to \$900 on each voyage, an advantage which the ship-owner is quick to appreciate and improve. With the completion of the fresh water harbor at Everett it will attract much shipping to this port for the reasons above stated.

The plan of the Government is to build a dyke from one of the mouths of the Snohomish river, on the west side of the city, and dredge a channel of sufficient width and depth through the tide lands to accommodate the needs of commerce. This is a very simple and feasible plan and at the time it was under consideration the engineer who made the surveys and plans made this statement in his report:

“I cannot close without a tribute to Nature who has maneuvered her forces so successfully for man’s use.

“The location has few, if any, rivals, where the advantages of a fresh water harbor can be so easily and cheaply obtained; where, from the inception of the work benefits will be derived, accruing with increased expenditure, until the entire project is completed; where every

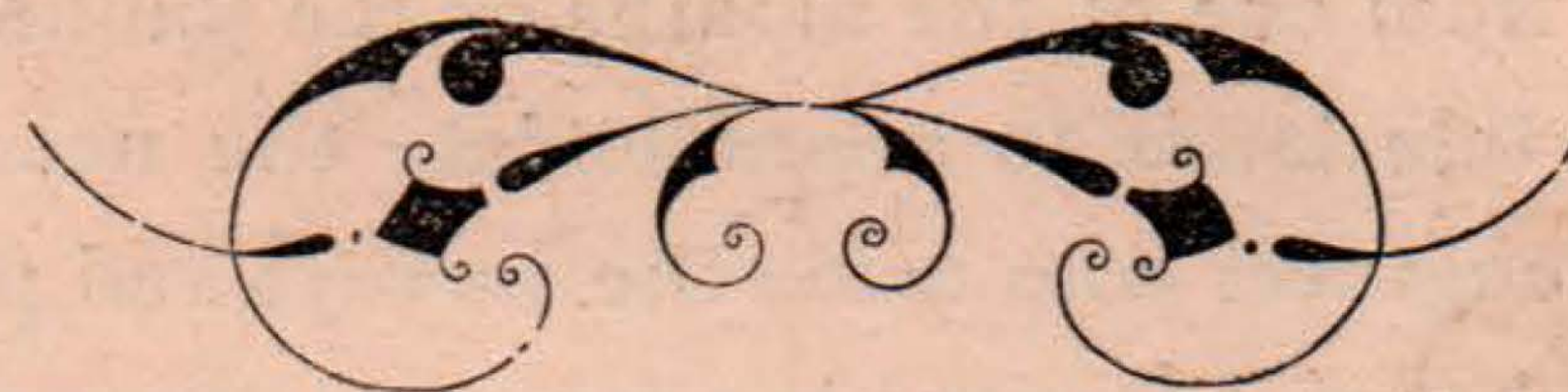
dollar spent for temporary improvement will be 100 cents spent for the permanent project and where the work of digging a channel-way provides solid ground for buildings and manufactories.

“ With free access to all parts of the harbor for railroads and tramways and ample room for extension when required, the commerce of this country will receive new impetus.”

When the City of Everett was incorporated its boundaries were so fixed as to exclude the tide lands belonging to The Everett Land Company and other lands particularly adapted for the location of industries ; the purpose being to have sites for railway terminals and for industries that would be in close proximity to the city and yet be free from city taxation and from the caprices of a municipal council. The value and advantage of such privileges are greatly appreciated, not only by manufacturers, but by railroad companies. The tide lands referred to, through which the fresh water harbor is being constructed by the Government, would furnish finer terminals for the Great Northern railroad or any other railroad, than could possibly be secured elsewhere on the Coast. It is at Everett that the Great Northern railway first touches the tide waters of Puget Sound. These tide lands are admirably adapted for railway terminals, for they could be absolutely controlled by the railway company. The city could not exercise any jurisdiction over them and consequently no streets could be opened over or through them without the consent of the owner of the property. At the same time these terminals would not only abut the city, but also the Sound and the fresh water harbor. Large wheat warehouses and elevators could be arranged along the fresh water harbor, and the railways could there meet the vessels and make their transfers directly into the vessels from the cars or from the cars into the elevators and then to the vessels.

About \$30,000 has already been expended by the Government in the construction of the dyke and in dredging.

It is estimated that the projected improvement will cost \$372,000.





BUSINESS BLOCKS - EVERETT, WASH.

Mines Tributary to Everett--Monte Cristo.

IN one of the richest mineral regions of the Cascade range the syndicate that built the Everett smelter has under way the greatest development of the precious minerals within the State of Washington. This is the mining camp of Monte Cristo. Having satisfied themselves of the great wealth of this district the capitalists interested began the construction of the Everett & Monte Cristo railroad in 1890. It traverses the valley of the South Fork of the Stillaguamish, crossing a low pass into the Sauk valley, five miles below Monte Cristo. The line is fifty-one miles in length and reaches the mining districts of Silver Gulch, the Stillaguamish, Copper Lake and Monte Cristo. The railroad is a triumph of engineering skill and its cost of construction was about \$1,300,000. Since its operation began it has developed the rich lumber, shingle and logging interests contiguous to it in the eastern section of Snohomish county as well as the mining interests.

Monte Cristo lies in a basin in which the South Fork of the Sauk river takes its rise. Glacier creek and Seventy-six creek dancing in beautiful cascades down the mountain sides from the glaciers on Cadet peak and on Wilmans peak unite to form the South Fork of the Sauk which farther down merges with the North Fork and flows into the Skagit river. From the summer of 1891, when John D. Rockefeller and his associates purchased the controlling interest in the Monte Cristo properties, the work of development has gone steadily forward. It was understood at the start that the ores were of low grade, but improved methods of handling and treating them offered a reasonable profit and with confidence in the extent of the mineral wealth of the Cascades the capitalists have expended some \$3,000,000 in developing the properties; this expenditure including the erection of the smelter in Everett, the construction of the Everett & Monte Cristo railway and the concentrator at Monte Cristo, the building of tramways and the great work of opening the mines.

The incidents leading up to the discovery of the rich ledges at Monte Cristo in 1889 have been often told, but as often bear repeating. Joseph Pearsall, a hardy prospector, who was exploring the east bank of Silver creek, pushed on up the steep sides of Hubbard's peak until he could see over the divide forming the jagged amphitheater around the Sauk basin. From his commanding point he could look down 2000 feet to the junction of the creeks forming the Sauk, now the site of Monte Cristo. But another spectacle caught the trained and eager eye of the prospector. This was a broad glistening streak on the side of Wilmans' peak, overlooking Seventy-six gulch. Examining it carefully

with a field glass he satisfied himself that the glittering streak was galena. He was looking for galena, as were all the prospectors of the Cascades in those days, and waving his arms in delight, he exclaimed: "It is as rich as Monte Cristo," and named the mountain then and there. This happened on the Fourth of July, 1889, and when he afterwards climbed to the spot and made his first location he named it, "Independence of 1776," a name which has become abbreviated to Seventy-six.

Long prior to these discoveries placer mining had been successfully prosecuted at Sultan and other parts of the country, so there was no question as to the mineral wealth of the mountains.

While some twenty-eight claims are owned by the Monte Cristo Mining Company, the chief operations have been upon the Mystery and Pride of the Mountains mines. Mystery hill is worked from three tunnels, numbered respectively from the top, No. 1, No. 2 and No. 3. No. 1 tunnel is 400 feet from the crown of the hill and runs through it, being 1000 feet long. The inner end of this tunnel has been stoped to a height reaching 200 feet. No. 2 tunnel is 130 feet below No. 1 and runs 920 feet into the mountain. Considerable stoping has been done up to the floor of the other covering, a length of over 200 feet. No. 3 tunnel is being driven from the west side directly through Mystery hill and into the mountain beyond, on which is located the Pride of the Mountains Mining Company's property. This tunnel is 2,250 feet in length. The ore of Mystery hill is arsenical iron pyrite carrying at times a small quantity of galena and sphalerite, or so-called "black jack." The value is in the iron and galena. The total output of the Mystery mine for 1896 was 30,000 tons.

The Pride of the Mountain mine has been worked from three tunnels, known as the upper, intermediate and lower, the lengths of which are respectively 438 feet, 430 feet and the third or lower, 800 feet. The ore has been stoped principally from the lower tunnel, from which has been sunk a winze some twenty-two feet in depth which has developed a very strong body of ore. The character of this ore is a mixture of arsenical iron, chalcopyrite, galena and sphalerite.

Below this tunnel 400 feet has been driven a tunnel 400 feet in length on the same ledge termed "New Discovery," which has developed a large body of ore. In addition to this a winze has been sunk from this tunnel 112 feet deep all in mineral. The line of this winze is but 100 feet beyond the breast of No. 2 tunnel of the Mystery hill, from which will be raised a connection, and which is but 300 feet below the New Discovery tunnel, thus developing a large stope of ore some 700 feet in height. The total output of this mine for 1896 was 5,664 tons. This ore, so far as development has gone, has shown a pure arsenical pyrite. The average width of these veins ranges from two to five feet. The ores run from \$4 to \$50 gold, \$8 to \$80 silver, and 8 to 57 per cent lead.



CONCENTRATOR AT MONTE CRISTO

DELONGE HOWARD & SONS, MILWAUKEE

Concentrator at Monte Cristo.

WITH a confidence based on the examination of experts the capitalists who invested in the mines at Monte Cristo embraced in their scheme the construction of a large concentrator at Monte Cristo. It is the only concentrator working in the Cascades. It is of the Fraser & Chalmers pattern with a capacity of 300 tons in twenty-four hours, or 150 tons for each side, as it is what is known as a double section mill. The ore is crushed by rollers and concentrated on Hartz jigs, the fine pulps and slimes passing on the round tables and Frue vanners. The total extraction is about 85 per cent of the assay value, which is about \$8 for the low grade Mystery ore, and over \$30 for the ore in the Pride ledge. The ratio of concentration is about four and one-half tons into one. The mill is run by a 200 horse power Corliss engine, which also runs a 100 horse power generator. The latter furnishes power to a motor at the Mystery Hill mine, which compresses air for three power drills, while electricity is also generated in the engine room to light the town and the mill.

About 250 men are employed in the Mystery and Pride of the Mountains mines and in the concentrator, with a pay-roll of between \$10,000 and \$12,000 a month.

Cable bucket tramways are used in transporting the ore. There are two trams from the Mystery and Pride of the Mountains mines, both running to a common discharge terminal. One runs from the lower tunnel of the Pride of the Mountains, and over Mystery hill, and is about 6,000 feet long, making a descent of about 1,800 feet. It has a span of 1,200 feet across Glacier gulch with a central drop of 600 feet and its capacity is 230 tons in twenty-four hours. The other tramway is 3,600 feet long and leads from the long tunnel in Mystery hill, a vertical height of 1,200 feet, to the discharge terminal. The ore is here run through a coarse crusher, then loaded on cars and hauled by horses over a surface tramway to the concentrator 1,000 feet distant.



DELANE & SONS
MILWAUKEE

JEFFERSON SCHOOL

Other Promising Mines.

BRIEF mention must be made of some other promising mines at Monte Cristo. The O. & B. mine, located on the divide between Sauk and Silver creeks, is one of these. The ledge is eight feet wide between walls. There is a twenty inch pay streak of sulphurets averaging about \$32 in gold and silver. The ore also carries cobalt, but it is not treated for this mineral. The first shipment of ore was in September, 1891, when a lot of 100 tons was smelted averaging \$32. In October, 1895, a cable tramway was put in running 3,500 feet to the Everett & Monte Cristo railroad. Operations have recently been resumed and the mine promises to become a steady shipper.

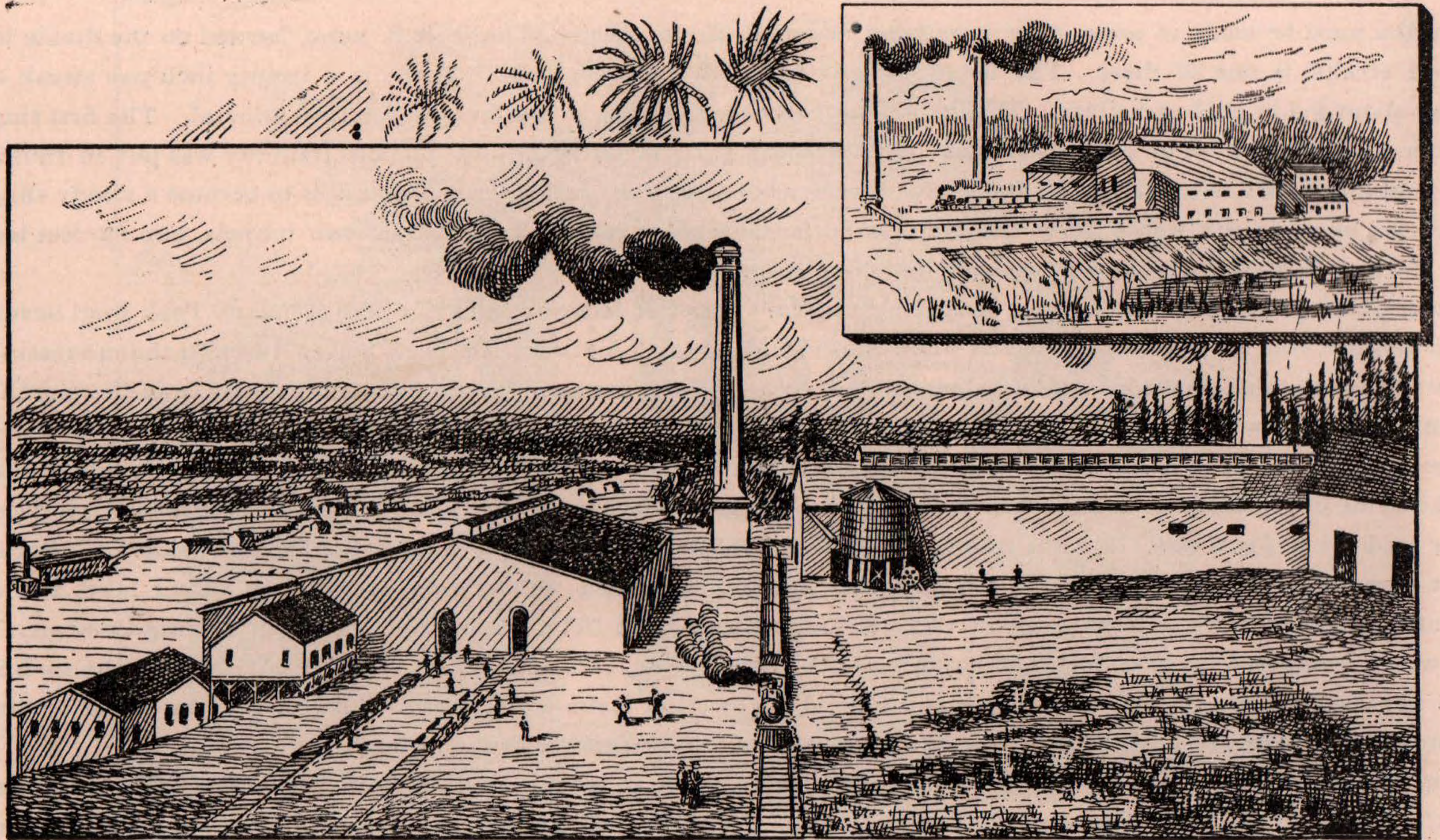
The Seventy-six mine, of the Monte Cristo Company, is on Seventy-six gulch, and consists of two tunnels, one 130 feet long, the other 800 feet long. Both of these tunnels show a two-and-a-half foot ledge.

The Wilmans' Mining Company has a group of seven claims on a series of ledges cutting through Wilmans' Peak from Seventy-six gulch to Glacier basin and carrying galena, sulphides, and some chlorides of silver. A tunnel has been driven through the mountain several hundred feet below the summit and another 100 feet below is in 125 feet. A cable tramway 10,000 feet long extends from the mouth of the upper tunnel to a point near the concentrator, and a large amount of ore is stored in the bins at this point.

Nine claims on Wilmans' peak are owned by the Golden Cord Mining Company. An ore body thirty inches wide and similar in character to that of the Pride of the Mountains has been developed by a tunnel 500 feet long. A portion of the ore, perhaps half, is decomposed and carries a higher gold value, \$35 to \$40. A cable tramway 4,800 feet long stretches from this mine to the terminal near the concentrator.

On the east slope of the ridge dividing the Sauk, Sultan and Stillaguamish water-sheds, overlooking Crater lake, two and one-half miles from Monte Cristo, is the Del Campo group of three claims, owned by the Del Campo Gold & Copper Mining Company. Two claims are on a ledge which is exposed for 2,000 feet, and crops ten to thirty feet wide, carrying chalcopryite, which assays on the surface \$44.80 gold and silver, 13.8 per cent copper; 34 per cent copper and \$6 gold. The other claim is on a parallel ledge cropping 50 to 100 feet wide and carrying similar ore with more silica. One mile of cable tramway would take this ore to the railroad.

Other promising mines in this vicinity are the P. & I., showing from five to twenty-four inches in pay ore carrying sulphurets and assaying \$8.80 to \$21 gold and 16 to 38 ounces silver. Opposite the O. & B. are the Tobique and Lalla Rookh, with an ore chute carrying sixteen inches of iron pyrites with some galena which assays \$8 to \$30 gold and six to forty ounces silver; the Whistler group with an eighteen inch pay streak of sulphurets, gray copper and galena, assaying \$25 to \$40. The Philo group, the Keystone group, the Ethel and Annie Laurie are all promising mines in this locality.



THE EVERETT SMELTER.

Silverton.

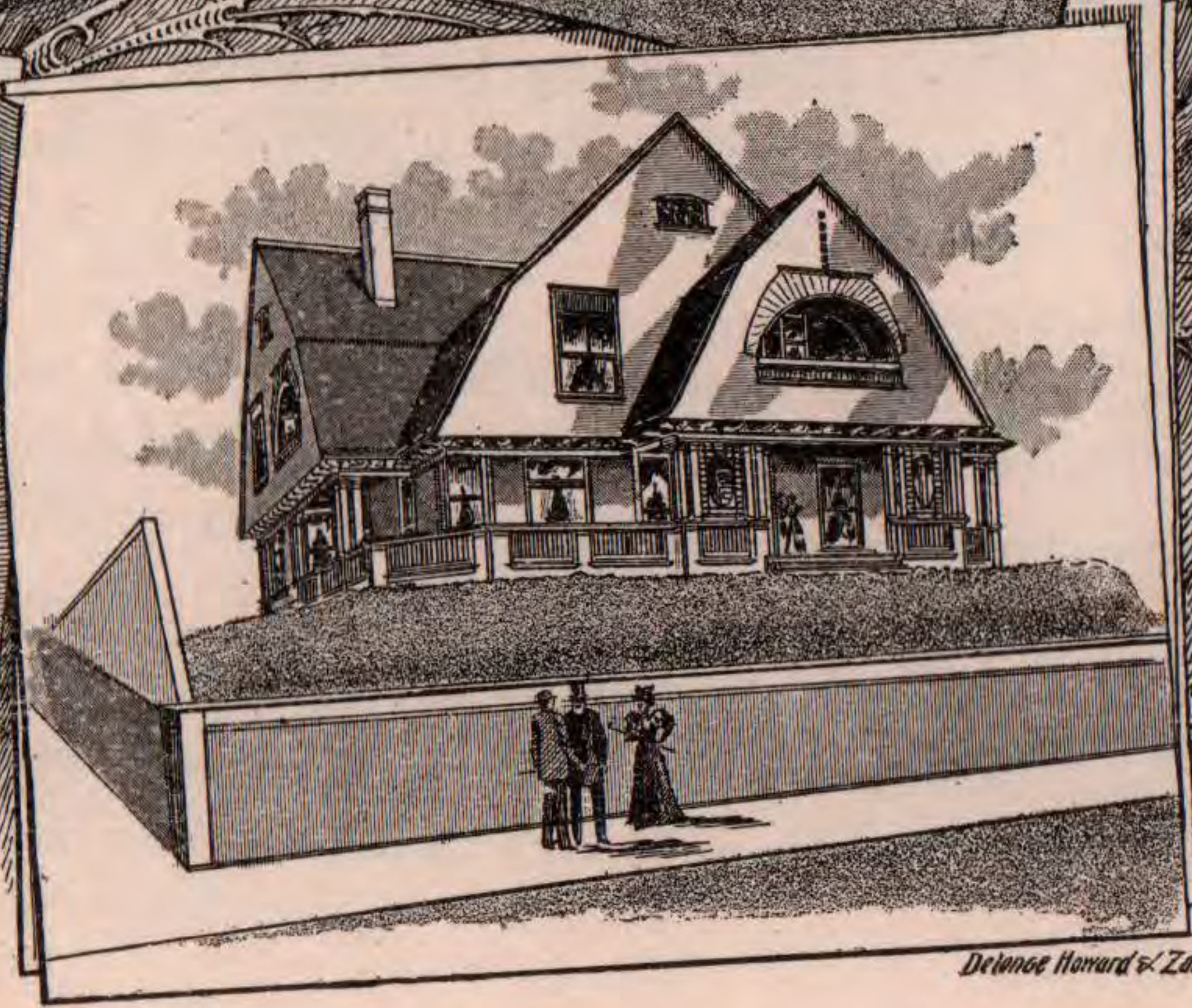
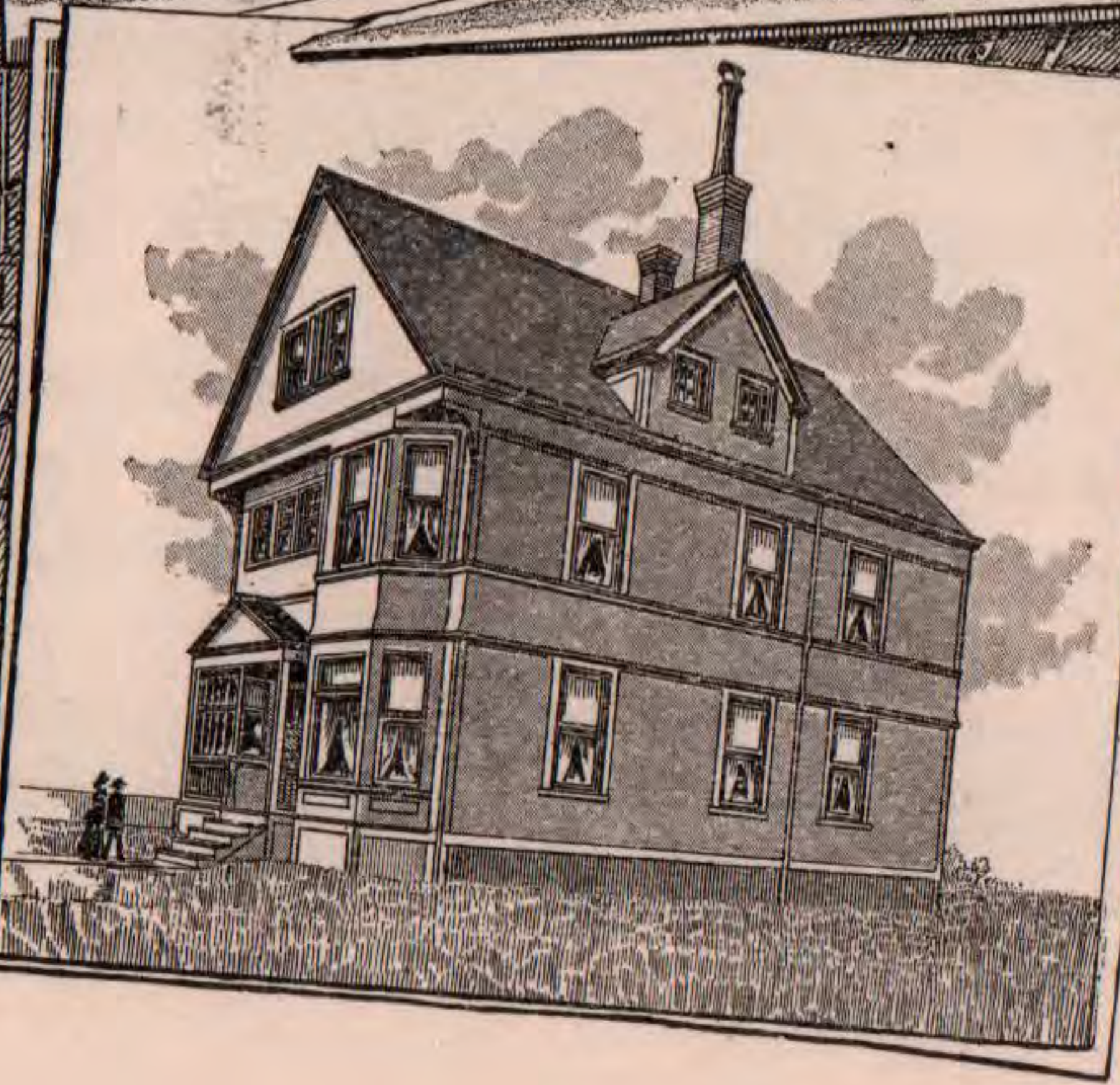
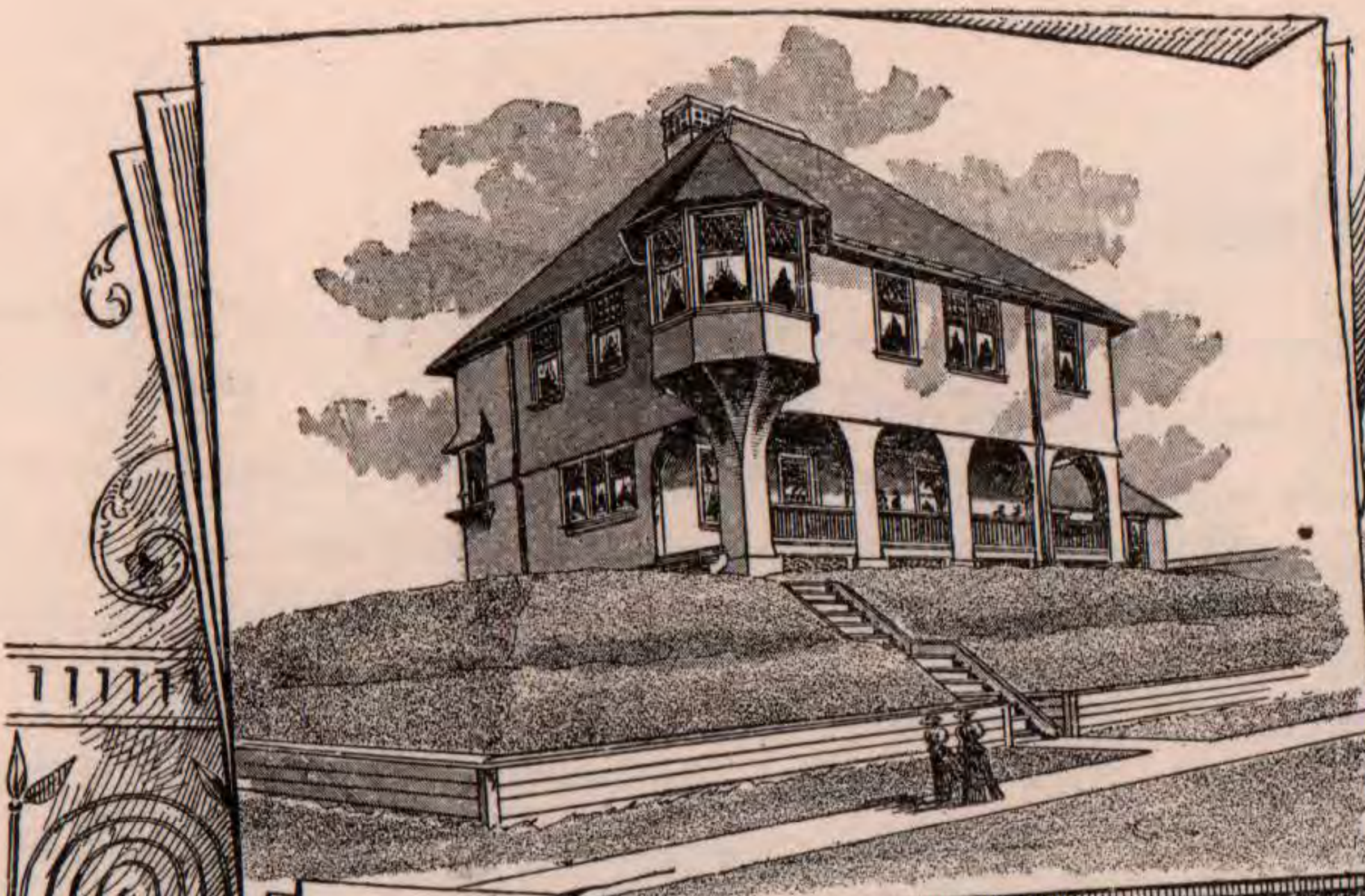
WHAT would I say of Silverton? I would say that it is one of the most promising copper camps in the country," said a prominent mining operator, and this in brief is the conviction of many other well-informed and experienced miners. From the time when the Everett & Monte Cristo railroad first reached Silverton there were many who predicted that it would in time prove to be one of the best mining camps in Snohomish county. The formation of the country is granite cut by fissures filled with quartz carrying gold and silver in chalcopyrite and arsenical iron and rich in copper. The copper value is rarely less than 25 per cent, rich streaks of black oxide carrying as much as 45 per cent, and pockets of bornite run up in value to 60 per cent.

One of the most prominent mines near Silverton is the Independent, only half a mile from the station. It is purely a gold proposition, with about 500 feet of development and an assay value of ore running from \$6 to \$180, the average value being from \$35 to \$40 per ton.

The Cleveland group, the Hoodoo group and the Helena group are all attracting much attention as valuable Silverton properties. The Helena mines comprise six claims on the divide between Deer and Clear creeks, seven miles from Silverton. One ledge is 180 feet wide, and there are four others ranging from 12 to 50 feet. All carry chalcopyrite with gold and silver. A shipment of 100 tons of ore to the smelter returned from \$10 to \$32 per ton.

Great impetus was given to the mining affairs at Silverton by the sale, a few months ago, of the Bonanza Queen group to a syndicate of English South African capitalists, represented by Dennis Ryan, the well-known capitalist and mining investor, the price paid being \$250,000. Assays of ore from this mine shows 26 per cent copper and more, besides gold and silver, arsenical iron running \$27 gold and sixteen ounces silver, and black oxide of copper which assays as high as 44 per cent. copper.

The variety of the mineral wealth in the vicinity of Silverton finds illustration in a rich asbestos mine on Clear creek where there is a dike of talcic asbestos against which is a body of mineral apparently carrying nickel and cobalt and containing large pockets of tough fibrous asbestos. On Martin and Deer creeks are some very valuable mines, from which rich assays have been made.



Delancey Howard & Zander M. Wgs.

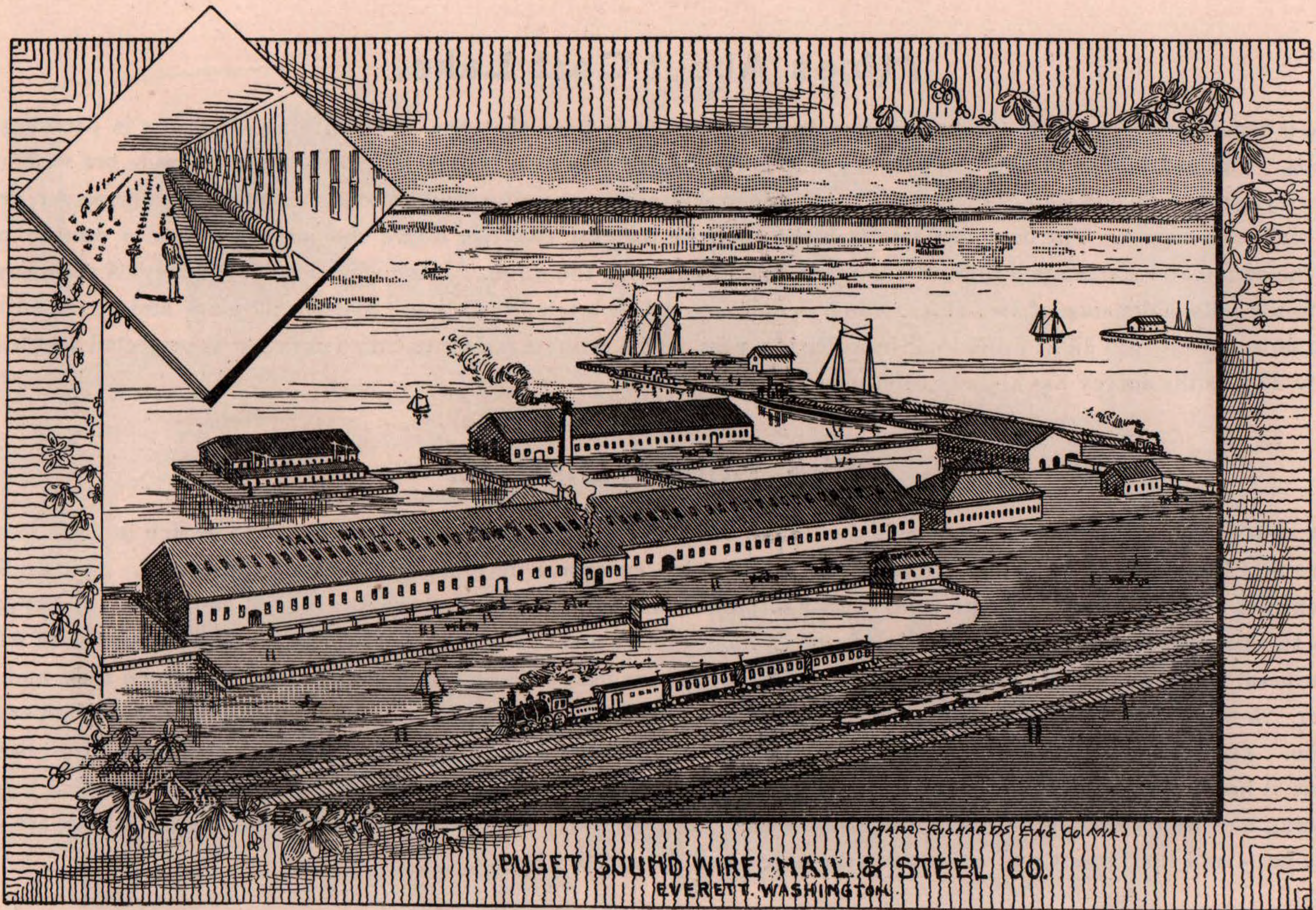
Mines About Goat Lake.

GOAT Lake is separated from Monte Cristo by a dividing ridge and it is here that the Penn Mining Company is carrying on extensive operations. The main ledge of this company's group is the Foggy, having a thirty inch streak of high grade ore with a rich streak of galena carrying gold on one wall. It carries a fine grained white iron running higher in gold than that of coarser grain, with sulphides of iron and gray copper. The company established a camp on the cliff 1100 feet above the lake, procured a donkey engine to haul supplies up to the camp, and started two Ingersoll-Sargent drills to develop the mine. Much work has been done. A tramway is to be built from the lake to the falls, a distance of two miles, which is now covered by a telephone line. An electric plant and a concentrator are to be installed at the falls. A railroad eight miles long from Barlow pass on the Everett & Monte Cristo railroad is projected and will probably be built at an early day, as the survey has already been made.

The Sultan District.

ANOTHER rich district of Snohomish county is the Sultan basin, the ores of which have been found to be rich in gold, silver and copper. It is here that the famous "45" mine is located and upon which extensive development is being prosecuted. One tunnel shows eighteen inches of solid ore carrying white iron, copper sulphurets and galena, worth about \$30 in gold and silver. Another tunnel with a crosscut shows two pay streaks with ore aggregating fourteen inches to six feet. The gangue is dark blue slate, veined with white quartz and talc, and the mineral is galena, white iron and gray copper. The first car load of high grade ore comprised fourteen tons, and returned 135.8 ounces of silver, .76 of an ounce of gold and 1½ per cent of lead, paying \$1,222.85 over freight and treatment. A second car load returned about \$109 a ton. The company has built a tramway, is constructing a sawmill to cut its own timber, has opened a trail over the divide to Silverton, where it has built a large warehouse and stables, and is operating a large pack train for the shipment of ore.

Placer mining has been successfully prosecuted in the Sultan river for thirty years and some very profitable operations are reported. The New Hydraulic mine and the Little Chief are among the noteworthy properties here.



WARR-RICHARDS ENG CO. N.Y.
PUGET SOUND WIRE NAIL & STEEL CO.
EVERETT, WASHINGTON.

Silver Creek District.

ANOTHER rich mineral section of the county which only awaits better transportation, is Silver creek. It is reached from Index on the Great Northern railroad up the North Fork of the Skykomish and Mineral creek to Mineral City. Sulphides carrying gold and silver are found near the head of the creek, while farther down galena appears.

Among the prominent mines in the district are the Silver Lake group, the Silver Queen group, the Morning Star, Mineral Mountain, Crown Point, Red Cloud, St. Paul, Texas, Billy Lee, Ruby King, the Vandalia, the Michigan, the Anaconda, the Iron Clad, the Maud and the Oro Fino.

On Troublesome creek, two miles above Silver creek, are several good groups, including the Daisy, the Corona and others. Many prominent men are interested in the mines on Troublesome creek.

Other mines reached by way of Index are the Lost Creek, Keystone and several other promising properties in that vicinity.

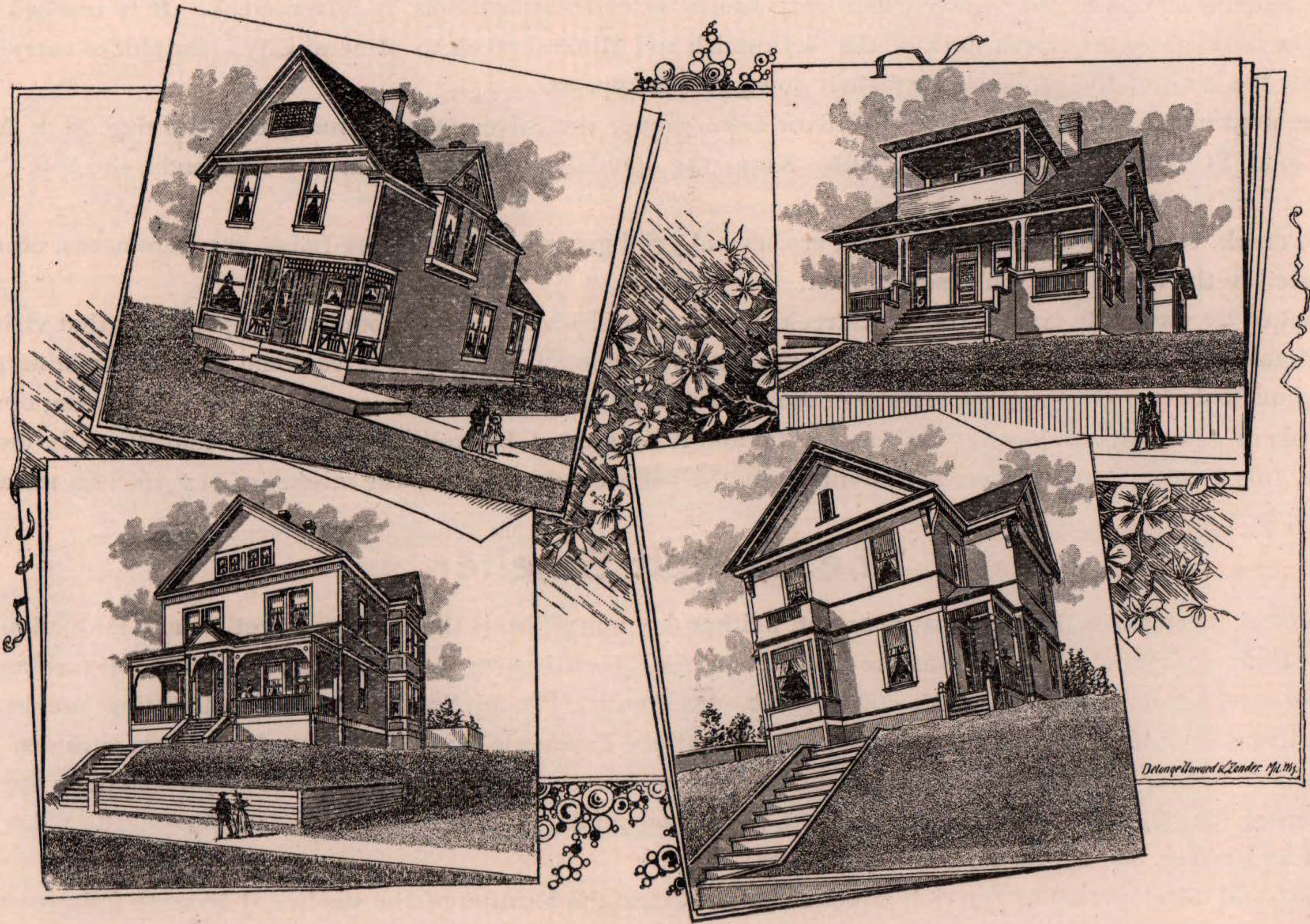
The foregoing details in regard to some of the mining properties of Snohomish county give some idea of its mineral wealth, but new discoveries are being made daily. On the Sauk river, in the northeastern part of the county, some fine mines are being developed.

There are upwards of 4,600 mineral locations in the county, and it is asserted by well-informed men that there is more actual work in progress at this date, July 1, 1897, than has ever been done in all the years combined since the mining of the precious metals began here.

The Everett Smelter.

ONE of the tireless smokestacks of Everett that rests not, neither day nor night, is that of the Puget Sound Reduction Company, whose plant is more briefly and popularly known as the Everett smelter. Here is a proposition that has made for itself a profitable business in reducing the ores, not only of Snohomish county, but of the entire Pacific Northwest. It is attracting ore here from Montana, Idaho, California, British Columbia, Mexico, Alaska and even Australia. This trade brings vessels and cars here with ore, loading back with lumber, shingles, nails and other products of Everett. A brief summary serves to show the magnitude of the smelter's operations during the year 1896: Ore received, 53,178,900 pounds; bullion shipped, 6,361,450 pounds; value of product, 1896, \$1,255,450; value of product, 1895, \$900,000; number of employees, 80; aggregate pay roll, \$141,031.

With the purchase and development of the rich mines at Monte Cristo the location of the smelter at Everett followed naturally as a part of the general plan which the syndicate had adopted. The Puget Sound Reduction Company, made up of the leading owners of the Monte



DeLonge & Lander. M. W.

Cristo mines, was formed with a capital of \$900,000. The site chosen for the plant is on the hillside on the eastern side of the extremity of the peninsula, at a point readily accessible to both the Great Northern and the Everett & Monte Cristo railroads. The design of the works is such as to enable gravity handling throughout, the successive processes of reduction being placed one above the other. In the group of buildings are included a furnace building 50x95; ore building, 112x114; sample house, 40x60; roasting houses, each 88x163; sulphide mill, 40x100; blower house, 28x70; boiler house, 30x50. It has three 80-ton stacks. The roasters, which originally consisted of two of modern make, have lately been increased by the installment of two Ropp roasters which more than doubles the former capacity. The bullion output of the smelter is shipped to San Francisco. A wide range of ores is represented in the cargoes brought to the Everett smelter. One ship load of 1,300 tons was recently received from the famous Broken Hill mine of Australia, the richest silver mine in the world and the most refractory ore that is known. Two ship loads of concentrates came from Unalaska and a large quantity from Mexico. The Everett company paid during 1896 upwards of \$36,000 in duties, mostly for lead from the silver-lead mines of British Columbia and on the ore from Australia. Other mines represented in the shipments to the Everett smelter were those of Neihart, Mont.; the Cœur d'Alene, Idaho; Baker City, Or.; Grass Valley, Cal.; Trail Creek, including the famous Le Roi, and other British Columbia mines, and the mines of Alaska.

Everett Mining Exchange.

IN the magnitude of its mining operations in the precious minerals Snohomish county takes the lead of all counties in the Cascade range. With a view to aiding the sale and development of mining properties by interesting outside capital, the Everett Mining Exchange was organized last year. Like similar organizations elsewhere, the exchange is organized for the purpose of collecting and recording correct statistics and reports of all the northwestern states, including British Columbia. With reports on file of private experts the exchange is able to give an investor a correct statement of the condition of the mines, the titles and present value, amount of ore in sight and its prospective value. The exchange has a register of mines and mining stock for sale, and can secure a thorough test at the Everett smelter of all ores of the mines for sale. Following are the officers of the Everett Mining Exchange: President, F. A. White; vice president, W. R. Stockbridge; secretary, Edward Mills; assistant secretary, F. J. Call; treasurer, A. J. Westland.

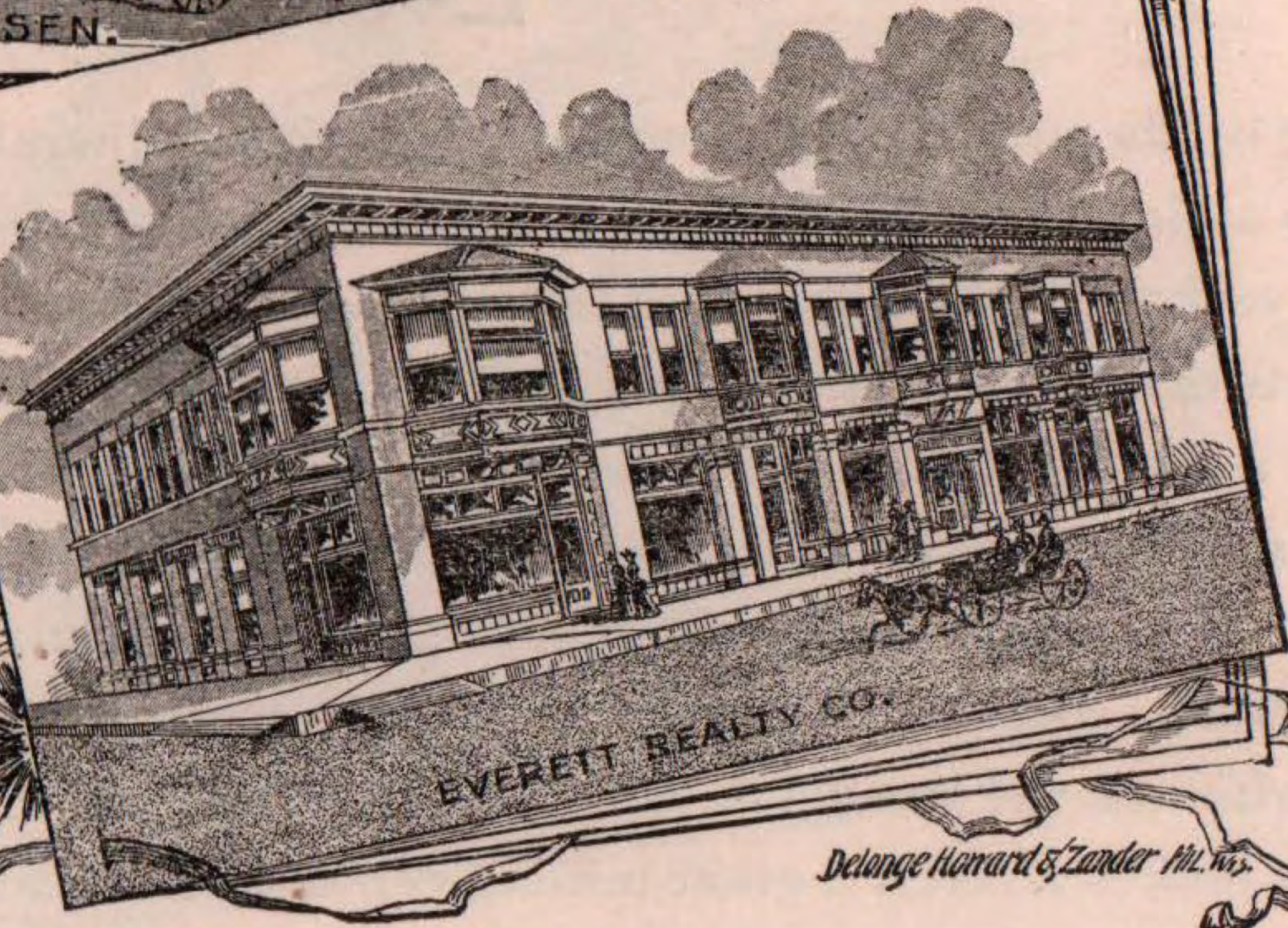
With the operation of the smelter here and the Everett & Monte Cristo railroad connecting directly with the great mining camps of the county, it naturally makes Everett a great mining center and a favorable distributing point of miners' outfits and camp supplies, so that from the commercial standpoint the development of the mining interests of the county means much for the material prosperity of Everett.



MCGROSSEN.



GOLDSBY.



EVERETT REALTY CO.

Delonge Howard & Zander Phil. Ws.

A City of Industries.

IN the enterprise and the thriving industries which have given to Everett the sobriquet of the "City of Smokestacks," lies the secret of its commendation to the consideration of homeseekers and capitalists. To view this prosperous young city, with a population of 6,000 in its limits and suburbs, its numerous manufacturing plants, fine residences and business blocks, electric lighting and street railway plants, its churches, brick school buildings and public structures, and then reflect that within the short period of seven years this immense property has been created on the site of a dense forest of fir and cedar seems more like a dream than a reality.

There has been expended over \$5,000,000 in the establishment of industries at Everett, in the development of mines and for treating the precious ores, and in the construction of local railroads. The manufacturing industries of Everett are far-reaching in their influence and have come to be a recognized factor in the entire Puget Sound country. These industries include the Everett Pulp and Paper Company with capital fully paid up of \$672,000; the Puget Sound Wire Nail and Steel Company, with a capital of \$300,000; the Pacific branch of the American Steel Barge Company, with a capital of \$600,000; the Puget Sound Reduction Works, with a capital of \$900,000; the Sumner Iron Works, with a capital of \$100,000; the Everett Iron Works, five sawmills, eight shingle mills, planing mill, sash and door factory, box factory, brick works, etc. Throughout the period of business depression the pay rolls of the Everett industries have proved to be the mainstay of the city. Of the future there is much to hope. The rapidly increasing trade between Puget Sound and the Orient, in conjunction with the new territory opened by the roads centering at Everett, invite the establishment of new industries and open a field worthy the thoughtful consideration of every careful investor.

He has filled important contracts for some of the large public institutions in various parts of the state. The sawmill will have a capacity of 20,000 feet per day, with lath and shingle attachments.

The sawmill of the Rice Lumber Company is well situated on the Snohomish river. The officers of the company are: President, W. V. Rice; secretary and treasurer, M. M. Cole; manager, Robert Caithness. Briefly described, the mill is 240 feet long by 40 feet wide; boiler room 40x50 feet, with six large boilers. Two large engines furnish the power. The equipment includes a double rotary, resaw edgers and other appliances found in an up-to-date mill. Its capacity is 70,000 feet per day. It has a lath mill, also a planing mill, the latter 40x80 feet; two dry kilns with a capacity of 20,000 feet daily. Forty-five men are employed.

The Northern Lumber Company was incorporated in May, 1896. A. J. Uphus, president, superintends its operations at Everett, Wash., and L. J. Rottgers is the secretary, treasurer and general manager, with offices at 26 O'Farrell street, San Francisco. This concern gives special attention to mixed orders of siding, finish and shingles, cutting spruce, cedar and fir. The mill is located very advantageously at Everett, on the Snohomish river, three miles from the Sound, allowing vessels of medium tonnage to come up and load at the mill. The company owns a half mile of water front, extending up Deadwater Slough, an arm of the Snohomish river, giving a safe berth for vessels. The main mill building is 100x140 feet, containing sawmill, planing mill, box factory, shingle mill and lath mill. The sawmill is equipped with double circular Hoe saws and carriage capable of handling a log six feet in diameter, one Tatum & Bowen gang edger and flooring battery, one pony re-saw mill with 54 inserted tooth Disston saw, Fisher haul-up and canting gear, three trimmers, etc. Power is supplied by two 50x16 tubular Atlas boilers and one 16x24 engine. The lath mill and shingle mill and box factory are equipped with modern machinery, the last named being capable of turning out one car load of boxes per day. Two dry kilns furnish ample facilities for kiln-drying the lumber and shingles. They are each 20x72 feet in size.

Blackman Bros., old and well-known lumbermen of the county, have erected a sawmill and shingle mill on the river. The sawmill will cut 20,000 feet of lumber a day, while the shingle mill has a capacity of 125,000 a day.

The Caithness-Dukelow Company is the successor of the Everett Shingle Company, and has a plant capable of turning out 160,000 shingles a day. The monthly output is about 4,000,000. The company employs about 30 men in the mill and 20 in the woods, with a monthly pay roll of \$1,800.

The Hart shingle mill has a capacity of 125,000 per day, but at the present writing is idle owing to the destruction of its dry kiln by fire in the month of April, 1897.



SLACK BUILDING.



BANK OF EVERETT, BUILDING.



CLARKS BUILDING.



MCCABE BUILDING.

BUSINESS BLOCKS
EVERETT, WASH.

MARR & RICHARDS ENG. CO.
MIL. WIS.

Gauslin & Garthley operate the shingle mill in connection with the Everett Box Factory, and cut about 65,000 shingles a day.

Ivers & Fritz are lessees of the shingle mill of the Electric Brick Company, which is equipped to cut 75,000 shingles a day. A brick dry kiln, practically fire-proof, is one of the novel features in connection with this mill.

C. A. Blackman & Co. have a shingle mill located near the end of the peninsula. Its capacity is 125,000 shingles per day. Its annual output is about 20,000,000 shingles.

The mill known as the Lebanon Cedar Shingle Company's mill, under lease at present to E. J. McNeeley, is equipped to saw over 200,000 shingles a day. The plant has a warehouse capacity of 8,000,000; three kilns with an aggregate capacity of 1,500,000. An automatic sprinkler system added to an effectual hose supply affords fire protection to the entire plant.

Briefly summarized the nine shingle mills of Everett are capable of cutting 1,010,000 shingles a day. They employ upwards of 150 men and disburse more than \$10,000 a month. The aggregate output of shingles for the year will be between 225,000,000 and 250,000,000.

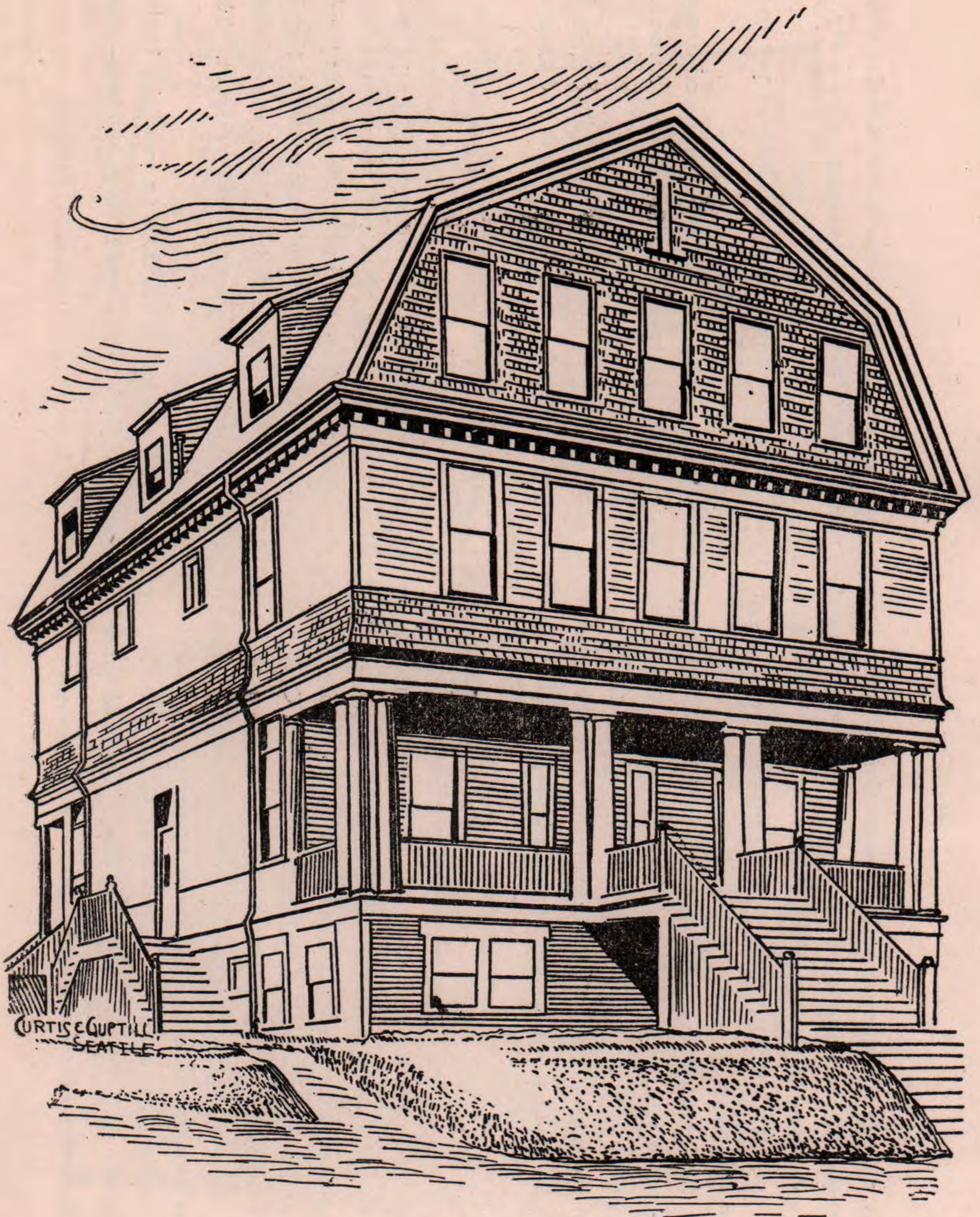
Other Industries.

SITUATED on the river is the factory of the Everett Box Company, which is turning out strawberry and grape boxes and other fruit packages in great variety. Orange and lemon boxes, and in fact all kinds of packing cases will receive the attention of the factory, which employs about eighty hands and is establishing an extensive business. The officers of the company are: President, E. S. Lane; secretary and treasurer, A. O'Kelly; superintendent, C. F. Logan. California office, 417 Montgomery street, San Francisco.

The Sumner Iron Works are among the prominent industries of the city, doing a heavy business in mining and milling machinery, steamboat works, etc. They do casting and all kinds of iron work. The works are admirably equipped in every respect. The officers are; President, F. B. Sumner; vice-president, T. B. Sumner; secretary, E. F. Carver.

The Everett Iron Works, conducted by Crippen & Scofield, near the river, also operate a foundry and do an extensive business.

An excellent quality of clay is found within the city limits, and three brick yards supply an excellent quality of brick—Sherman & Wasson's, the Electric Brick Works and E. Bast.



THE EVERETT HOSPITAL.

A Railroad Center.

It is at Everett that the Great Northern railroad first reaches tide water, making this city virtually the Pacific coast terminus of that great trans-continental line. Everett is accorded the advantage of terminal rates from Eastern points in common with the older cities of Puget Sound. Connection is also had with the Northern Pacific railroad, the Burlington system and the Canadian Pacific railway. The Great Northern in descending from the summit of the Cascade range follows the Skykomish and Snohomish rivers to Everett. Here, in order to save distance and avoid the detour around the peninsula, it will cross the city by means of a tunnel now under construction.

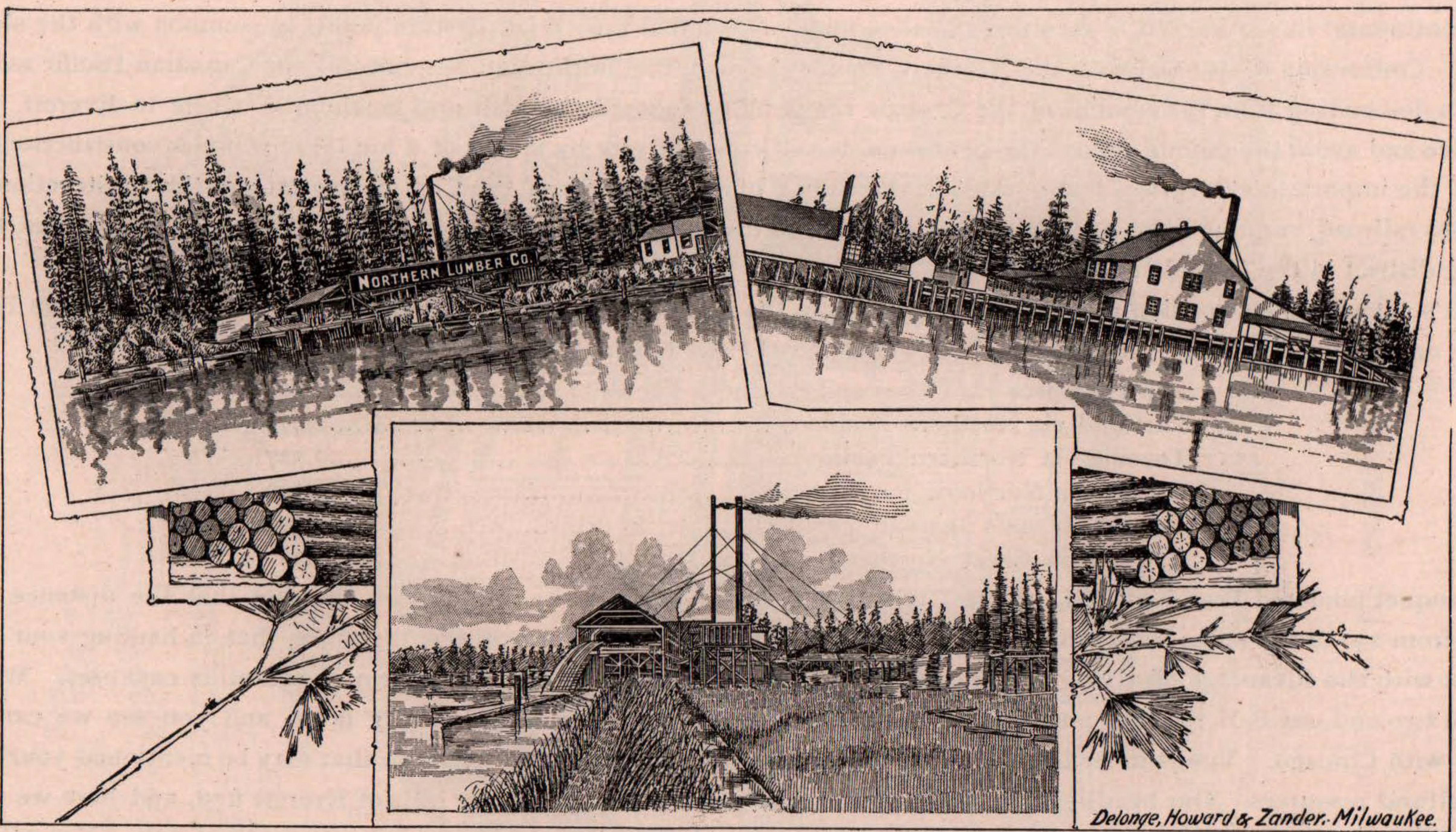
One of the important enterprises inaugurated at the outset of the building of the City of Everett was the construction of the Everett & Monte Cristo railroad, running from Everett to Monte Cristo, in the eastern part of the county, a distance of sixty miles, to the most extensive mining district in the Cascade range.

Everett's advantageous position as a railway center lies in the fact that the Great Northern has the shortest haul from Everett to the East of any city on the Pacific coast. The distance from Pacific coast cities to Chicago is as follows:

San Francisco via Union and Southern Pacific.....	2,420 miles.
Portland via Northern Pacific.....	2,472 "
Tacoma via Northern Pacific.....	2,327 "
Seattle via Northern Pacific.....	2,340 "
Vancouver via Canadian Pacific.....	2,373 "
Everett via Great Northern	2,116 "

At a banquet tendered President Hill, of the Great Northern, in Everett, he emphasized the fact that the distance from this city to Chicago is from 230 to 250 miles less than from San Francisco. He added: "You will see, therefore, that in hauling your freight to Chicago we start out with the advantage of saving 10 per cent. in distance, and that is an important item in operation expenses. We start out to haul from two to two and one-half times as much as any other road, because our road is practically level, and you see we can make you quite neighborly with Chicago. Your timber interests are your greatest source of wealth. Next to that may be mentioned your minerals, and last your agricultural resources. Our headlights will illumine all the western slopes of your hills at Everett first, and here we will change horses and change directions. Depend upon it, the rest you must do. You have no reason to fear any city south of you. You will find that we will treat you all well. We could be persuaded not to haul our tonnage any farther than is absolutely necessary to reach Puget Sound."

In bringing ore to the Everett smelter and in the carrying of lumber and shingles to the Eastern markets the Great Northern has already established a large business in this city. Ore and general merchandise also come by the Northern Pacific and the Canadian Pacific railways.



Delonge, Howard & Zander. Milwaukee.

NORTHERN LUMBER COMPANY.

EVERETT BOX COMPANY.

RICE LUMBER COMPANY.

Everett & Monte Cristo Railroad.

THE Everett & Monte Cristo railroad, starting at Everett, reaches the mining district of Monte Cristo, sixty miles distant. This is a standard guage railroad, built at a cost of nearly \$2,000,000, to bring the ore from this district to Everett for reduction. In addition to the development of mining properties, the railroad has opened the country for logging camps and shingle mills, adding greatly to the material prosperity of the county. The railroad passes through Lowell, Snohomish, Hartford, Granite Falls, Silverton and Robe, affording access to many new mining camps which were practically shut out from transportation before the construction of the railroad. The road is under the management of J. B. Crooker.

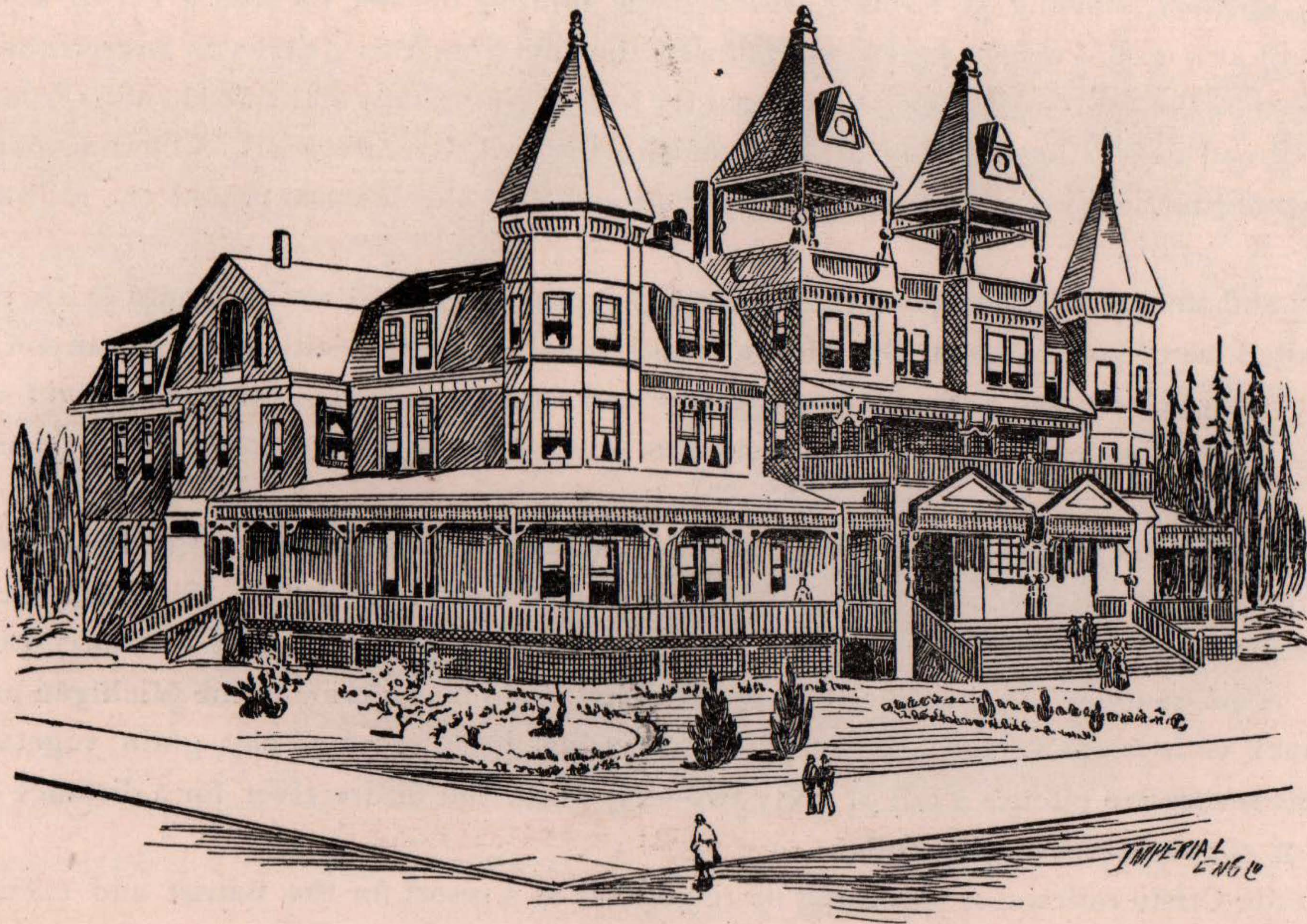
The beautiful natural scenery and the great resources of the country traversed by the Everett & Monte Cristo railroad are becoming more widely known and better appreciated every year. About Granite Falls and Silverton, in the Stillaguamish canyon, and around Monte Cristo, the grandeur of the rugged cliffs, relieved here and there by dense foliage and dancing cascades, forms a constant source of delight to the eye of the appreciative tourist, while the swift waters of the mountain streams abound in as gamey trout as ever tempted a fisherman to whip a stream.

Granite Falls, on the line of the Everett & Monte Cristo railroad, offers a great water power for the investment of capital. There is a field for a tannery and a tannin extract factory, a woodenware factory and two more shingle mills. Shipping facilities are good, and land cheap. Within a distance of three miles of the town is standing timber estimated at 42,000,000 feet of fir, 27,000,000 feet of cedar and an inexhaustible body of hemlock. This hemlock is pronounced by capable judges to be superior to the Michigan and Wisconsin hemlock.

The Stillaguamish and Pilchuck valleys are attractive and fertile and produce great crops of hay, grain, vegetables and fruit.

The Granite falls have in their successive pitches a fall of sixty-two feet, while the entire river for a distance of eight miles is a series of cataracts, having an average fall of about 150 feet to the mile.

Every year the Everett & Monte Cristo railroad is becoming more popular as a resort for the tourist and excursionist. Camping parties are afforded every facility by the railroad company and a liberal policy in this regard is fast bringing the beauties and advantages of the line to popular notice.



HOTEL MONTE CRISTO.

Good Schools.

LIBERAL provision has marked the growth of the city in the educational line. On the east side of the city is a large eight-room brick structure called the Monroe building, in which the high school was at first located, but the increase in the number of pupils prompted the authorities to lease the third story of the Hewitt block for the high school. Another fine structure, the Jefferson, is on the west side of town. These buildings are valued at \$70,000. Twenty-one teachers are employed. Over 900 pupils were enrolled during the past year, and the school census completed in July, 1897, shows upwards of 1,200 children in the city between the ages of 5 and 21. Five classes have graduated from the high school, and the graduates have formed an alumni association. The course of study beginning with the primary school, covers twelve years, of which four are in the high school. The classical, or college preparatory course, fits a pupil to enter any university. There is a building for two schools near the smelter, and a large school building at Lowell, near the paper mill.

Churches, Societies, Etc.

IN the line of religious and benevolent work the citizens of Everett are very active. All the leading religious organizations are well represented, most of them having churches of their own.

The Everett Hospital is an admirably arranged and efficiently managed institution, being maintained by an association composed of various interests of the city.

All the leading fraternities thrive here. The Masonic order has a fine hall on the third floor of the Swalwell block. The Knights of Pythias, Odd Fellows, Maccabees, Woodmen of the World and some other orders meet in the Pythian hall in the McCrossen block. The Ancient Order of United Workmen, Grand Army of the Republic, Sons of Veterans, Women's Relief Corps and kindred organizations are all strong.

Clubs and Social Organizations.

THE Everett Commercial Club is a body formed to promote the general interests of the city. It has a capable force of standing committees to look after various interests, while the social life of the members is promoted by a suite of well appointed rooms in the Hove block where home comforts are provided in a reading room and parlors. The officers for 1897 are: President, W. J. Rucker; secretary, D. E. Griffith; treasurer, C. D. Fratt.



SWALLOWWELL BUILDING.

Climate.

TO the residents of the Eastern and Middle Western states the Pacific coast is ever an attractive object of speculation. It is difficult for them to conceive of a land free from cyclones and exempt from the terrors of blizzards and thunder storms, but the charms of this equable climate are rapidly coming to the knowledge of the world and doing effective service in promoting the interests of a land possessed of so many natural advantages in its physical and geographical aspects. An erroneous idea prevails throughout the east as to the rainy season of this region. While the equinoctial storms are no more severe here than there, it may also be said that the rain is no more frequent than snow storms are in the Northern states, east of the Rocky mountains. But the uniformity of the temperature is the crowning glory of the climate here. Ice is rarely seen, sleighing is a novelty, while the summer heat is never excessive. As has been well said, only those who know the facts or live amid these conditions, can appreciate the delightful equability of this section, so charming at all seasons of the year, and never thoroughly disagreeable during the worst. This equability of temperature is primarily the influence of the Kuro Siwa, or Japan Warm Stream. This warm stream sweeps along the American coast from Alaska to California, and at a temperature, varying in winter from 40 degrees to 50 degrees and 54 degrees in summer, finds its way through the Straits of Fuca twice in every twenty-four hours,, accompanied by the vapor-laden winds that follow the incoming tide. In the western portion of the state the winters are so mild that the protection of trees and vines is never thought of, and it is very rarely that they are injured. It is a common impression throughout the East that this region, which is nearly in the latitude of Quebec on the East coast, possesses winters correspondingly frigid, but the climate in winter is exceedingly mild, while in summer it is moderately cool. The mean temperature in the eastern division of the state is in summer 73° and in winter 34° , while in the western division it is 63° in summer and 39° in winter. Flowers are frequently seen blooming in the western part of Washington during every month of the year. All the cereals, vegetables, fruits and berries grown within the temperate zone are raised in this state. Coupled with these conditions are healthful considerations to be noted in the general absence of lime in the water, while hot springs and other mineral springs are to be found in different parts of the state.

Agriculture.

SNOHOMISH county is rich in fertile valleys and broad meadows. The valleys of the Snohomish, Stillaguamish, Sauk, Skykomish, Pilchuck and Sultan rivers all afford fine fields for the farmer. Much of the tide marsh land has been reclaimed and made available for farming purposes. To understand the nature of these bottom lands an experienced writer observes that the rivers of these valleys originate in mountain streams, many of them issuing out of the living glaciers yet at work ; that these rivers are constantly charged with the "powdered mountain," so much so that their waters are of milky whiteness, be they high or low, winter or summer, day or night, steadily so all the time, bringing down the mountain side to be deposited in the comparative levels of the stretch nearest the sea. In these valleys the soil is rich, black and bottomless. The uplands consist of a good, retentive, clay soil, which will average well with the soils of the prairie states.

Of the cereals, oats and barley are the principal crops, attaining great yields of fine quality. Instances are common of a hundred bushels to the acre. Corn does not produce abundantly owing to the cool climate, but green corn is grown successfully. Hops were a staple crop until within the last few years, when lice and low prices made the crop unprofitable. There are few sections of country naturally adapted to hop culture, and this is the most favored of the few. The quality of the hops is equal to the best German, English or New York state. The average yield is 1,600 pounds per acre as compared with New York's 600, England's 700, and Germany's 700. Other countries require large outlays for fertilizers, while Washington requires none. It is asserted that a twenty-acre hop farm properly managed, in the State of Washington, can be counted on for an average income of \$6,000 per year, taking good and low prices together. Such a farm has yielded \$20,000, and a \$10,000 product is not exceptional.

Grass is a most important crop. Five tons of timothy hay to the acre is not infrequently cut, while the average yield of all valley land is over three tons. Clover, blue grass, orchard grass, in fact all the cultivated grasses are luxuriant growers and make the tenderest and sweetest forage.

A great advantage in this climate for vegetables is that it is possible to have most of the hardy kinds fresh from the garden all winter, and many of them can be started in the fall for early use in spring and winter. Vegetables attain great perfection here.

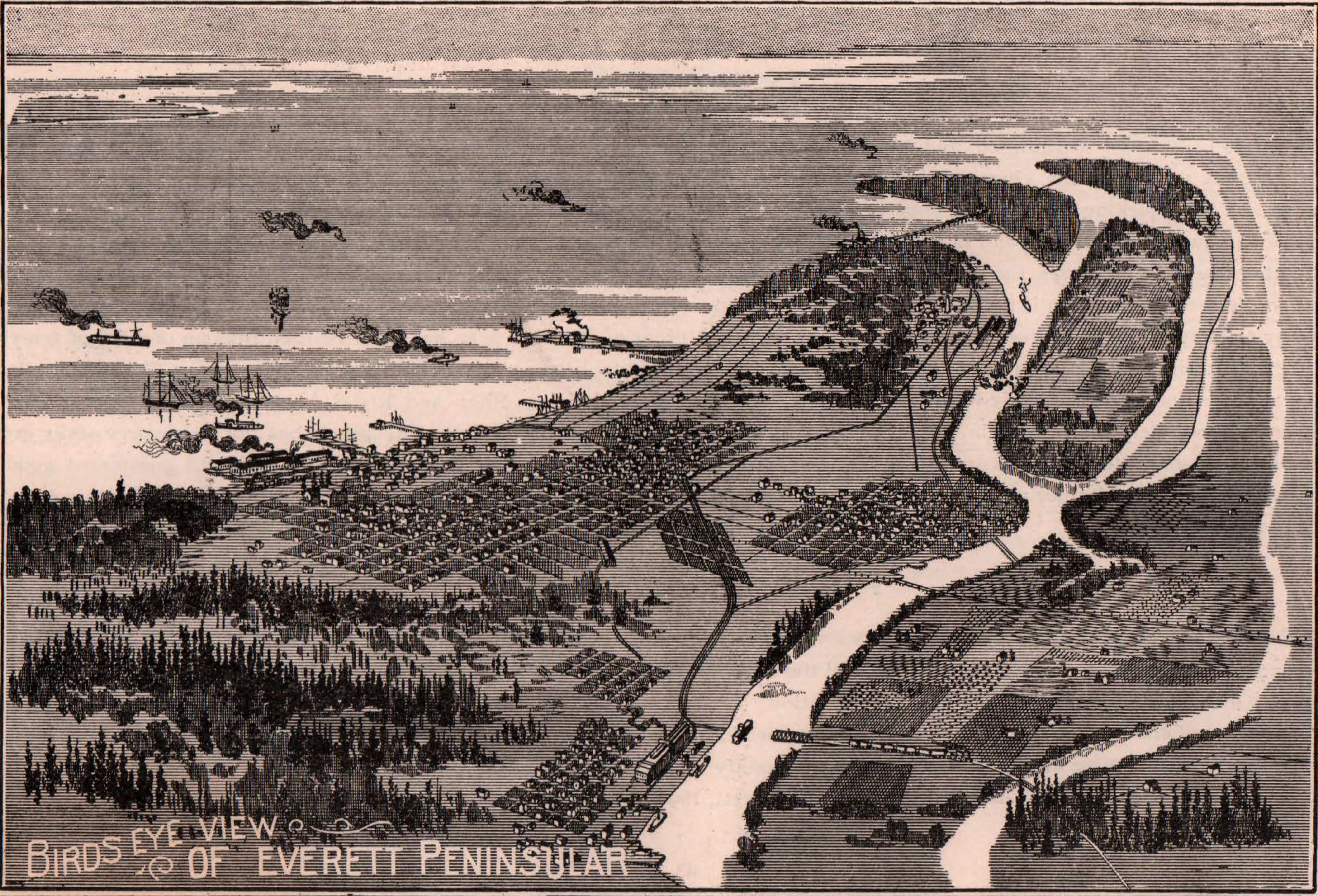
Horticulture.

FRUITS thrive in Western Washington, and Snohomish county has many young orchards coming along that will be heard from in due time. Apples, pears, apricots, cherries, plums, prunes and berries flourish here abundantly. Overbearing is a thing to be guarded against, and hand-picking and shaking must be resorted to. This is the natural climate and soil for the pear, and the fruit produced here is in size and quality, perfection, and as the pear-growing district of the United States is more limited and restricted by reason of pear blight and other diseases and causes, the production of this fruit alone in this section will be immensely profitable. The production of plums and prunes in Western Washington is the wonder of all who visit its orchards and gardens; for size, quality and quantity they cannot be surpassed by any country. The trees grow vigorously and bear early. A profit of \$600 per acre has been realized from an orchard of ten-year-old trees. Prune raising, especially in the Puget Sound country, is destined to become one of the leading industries. The cherry also is grown here to perfection, from the Early Richmond for tarts, to the sweet and delicious Elton and Royal Anne. The trees bear so heavily that the cherries completely encircle the branches, forming in appearance a rope of cherries. The peach has not been successfully grown here, yet in some seasons fine specimens are produced. Generally speaking, the climate of Western Washington is not considered good for growing peaches and grapes, but for all kinds of small fruit, such as strawberries, raspberries, blackberries, currants, gooseberries, etc., this country cannot be excelled.

Public Improvements.

A THOROUGHLY equipped electric street railway seven miles in length is in operation, and an excellent electric light plant in connection. There is a good system of waterworks, and the municipal affairs generally are abreast of the times. Good roads leading to the country districts have received a fair share of attention.

What the effect of the founding of Everett and its industries has been, coupled with the building of the Everett & Monte Cristo railroad, is forcibly shown by the increase in values as shown by the county assessment. Assessed valuation, Snohomish county, 1880, \$408,901; in 1890, \$4,008,211; in 1896, \$7,195,001. Assessed valuation of Everett, 1890, \$56,788; 1896, \$1,956,441.



BIRDS EYE VIEW OF EVERETT PENINSULAR

Dairy Interests.

THIS is the home of the clover. Such a sententious description of Western Washington sums up in a word its possibilities as a dairy country. With a short, mild winter, a long, cool pasture season and the finest pasture, immense fields of hay, great crops of grain and roots unsurpassed and rarely equaled, and with a home market at fair prices, says an authority on dairy matters, Washington invites hundreds of dairymen from other lands. Timothy, red top, blue grass, and particularly the clovers, red and white, yield abundantly. The season for pasture is much longer than in the east. Pasture is better here on the first of April than in Northern New York or Pennsylvania on the first of May, while young cattle, colts, dry cows and horses not in use, get a good living on pasture up to Christmas. The nights are always cool, and in Western Washington the mercury rarely gets above 80 to 90 degrees, and generally keeps between 40 and 75 degrees, just the weather for milk. The winters, too, are short and not cold. But very little of the time is the mercury below 32 degrees and seldom below 12 to 15 degrees above zero. One who has carried the pitchfork through the long, cold Eastern winters can readily see these advantages.

A fine illustration of success in dairying is furnished in the operations of the Stanwood Co-operative Creamery Association, located at Stanwood, in Snohomish county, in the Stillaguamish valley, whose broad meadows receive an annual overflow, which is said to equal in its benefits the yearly inundations of the Nile. The Stanwood creamery was started in a very moderate way, without capital, in the fall of 1894, terms being arranged by which the machinery was paid for from the product at the rate of one cent a pound on cheese and two cents a pound on butter. On the 5th of June, 1895, they started the first team, collecting comparatively little milk, but the enterprise grew rapidly in favor. The creamery ran until June, 1896, when a general meeting of the stockholders was held and it was decided to take all the butter made until the debt was paid in full. Before July 1, 1896, the entire plant was free from debt. It is valued at \$3,500. Since then a new separator has been added. The creamery is receiving over five tons of milk per day and is turning out a superior quality of butter, which finds a ready market in the cities of the state, and in Alaska. The association has a capital of \$5,000, and the following officers: President, N. P. Leque; vice-president, P. O. Norman; secretary, John Gilchrist; business manager and treasurer, Jacob Woll; trustees, the officers and Edward Hamilton. Another creamery is in operation at Monroe, in this county.

The Everett Land Company owns a large tract of valuable meadow land within easy reach of the City of Everett which affords fine pasture land or would produce heavy crops of hay. This company offers this land on terms to make it an object for anyone desiring to use it for stock or agricultural purposes. Most of this land is within the limits protected by dikes.

Fisheries.

A NEVER failing source of food supply is in the waters of Puget Sound and the adjacent rivers. Salmon, halibut, cod, herring, trout, smelt and sturgeon abound. Lobsters, crabs, oysters and clams are also found in great abundance. There are eighty-five known varieties of fish in Puget Sound, but the salmon leads in importance as the fish of commerce. These salmon come into the bays, inlets and fresh water streams in great abundance during the spawning season. The salmon taken in the Snohomish river are of a superior quality and from the great quantities caught in these waters it would seem to be a favorite stream with the fish.

The Everett Canning Company is a new organization lately formed to engage in the business of canning salmon and other fish in this county. Its cannery is located at Stanwood, where excellent accommodations have been secured in the way of buildings and shipping facilities. A small steamer has recently been built in Everett for the use of the cannery and its fishing fleet. The concern will employ about one hundred hands and will prove another valuable industry to the county and especially to Stanwood, which is already the center of a valuable lumber and shingle industry and also becoming prominent by reason of its dairy interests.



CLARK BLOCK AND GRAND CENTRAL HOTEL.

Everett's Commerce.

EVERETT is in the collection district of Puget Sound and is a sub-port of entry. A deputy collector of customs and an inspecting officer are located here, but the force is not adequate to the growing business of the port and should be increased. The ocean steamers plying between San Francisco and Puget Sound ports call at Everett at intervals of five days, discharging and receiving freight. From the report for the year ending June 30, 1897, the following facts showing the business of the port are gleaned:

- Number of vessels entered from foreign ports, 3.
- Number of vessels cleared for foreign ports, 22.
- Number of vessels entered from domestic ports, 3.
- Number of entries of merchandise for duty, 322.
- Number of entries of merchandise free of duty, 15.
- Value of domestic merchandise exported, \$58,929.40.
- Value of goods of foreign manufacture exported, \$2,895.00.
- Value of free goods entered, \$524,512.14.
- Value of goods paying specific duties, \$84,158.00.
- Total receipts for the year ending June 30, 1897, \$46,756.44,

A Place for Homeseekers.

PRICES of farm and city property in this county at the present time are low and offer good inducements either to the homeseeker or investor. The foundation of the City of Everett is broadly and substantially laid. It is the county seat, with a fine court house under construction, and its steady payrolls assure a city of homes. The price of realty throughout the county is lower than is warranted by the great development, and a profitable advance may be reasonably anticipated.

In mercantile lines and in banking facilities the city is well favored with a class of progressive business men.

Three newspapers completely fill the field of the press here.

The Everett National Bank

PAID UP CAPITAL, \$100,000

PRESIDENT, HENRY HEWITT, JR.
VICE PRESIDENT, WM. C. BUTLER
CASHIER, C. D. FRATT
ASSISTANT CASHIER, S. M. KENNEDY

Transacts a General Banking Business.
Interest Paid on Time Certificates of Deposit.
Correspondence Solicited.

WYATT J. RUCKER,
President.

B. J. RUCKER,
Cashier.

THE RUCKER BANK

EVERETT, WASHINGTON.

A GENERAL BANKING BUSINESS TRANSACTED.
FOREIGN AND DOMESTIC EXCHANGE SOLD.

The First National Bank

OF EVERETT, WASHINGTON.

CAPITAL, \$50,000

PRESIDENT, WM. G. SWALWELL
VICE PRESIDENT, ALBERT TOZER
CASHIER, A. J. WESTLAND

General Banking Business Transacted.
Swalwell Block, Hewitt Avenue, Everett, Washington
Drafts Issued on all points in the World.

D. B. EWING, BAYSIDE PHOTOGRAPHER

EVERETT, WASHINGTON.

