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Everett land co.

...Everett, the new manufacturing  
and commercial city at the end  
of the Great Northern Railway  
on Puget Sound.



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“The City of Smokestacks”

# EVERETT

WASHINGTON



“The City of Smokestacks”

# Everett



The New Manufacturing and  
Commercial City

AT THE END OF THE

Great Northern Railway on Puget Sound

(The Pacific Home of the Famous Whaleback Steamship.)

EMORY S. LYON, ASS'T GEN'L MANAGER,  
THE EVERETT LAND COMPANY,  
235 LA SALLE STREET, ROOM 5 GRAND PACIFIC, CHICAGO.  
AFTER NOVEMBER 1, 1893, EVERETT, WASHINGTON.

# THE EVERETT LAND COMPANY,

EVERETT, WASHINGTON.

HENRY HEWITT, JR., President.

GARDNER COLBY, Treasurer.

E. B. BARTLETT, Vice-President.

HENRY A. SCHENCK, Secretary.

SCHUYLER DURYEE, General Manager.

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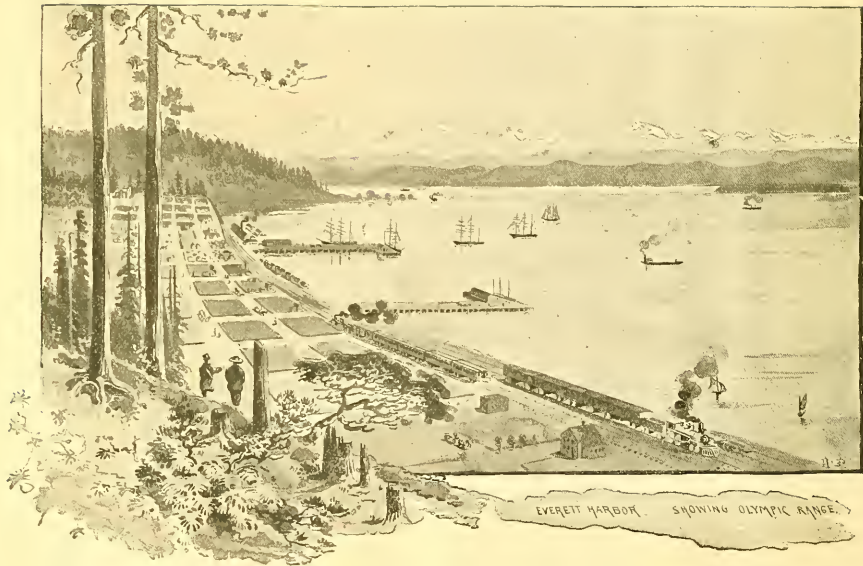
## THE GENESIS OF THE NEW CITY.

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IN the fall of '89 the famous "Whaleback" sought a home on the Pacific. The odd looking, innovating craft which had come so bluntly and aggressively into the carrying trade of the Great Lakes, had proven a remarkable success. In the commerce of the lakes it had already taken the lead. The Trans-Atlantic voyages of the "Wetmore" had in the heavier cargoes, and consequent heavier profits over other ships, demonstrated the superiority of the "Whaleback" for ocean as well as lake trade. With abundant capital and the confidence of attained success, its builders sought a wider field. Attracted by the rich possibilities of the large and growing Pacific Coastwise and the Oriental trade, they determined to plant a barge works on the western coast.

The Pacific Northwest was then gaining toward the full swing of its newer development. Its rapid but substantial growth, the wealth of its forests of timber, its wheat fields and fruit lands, its deposits of coal and iron in conjunction, its gold and silver, the centering of four great trans-continental lines on the magnificent harborage of Puget Sound, all fixed on Washington as the State where eventually would be found the larger centers of commerce, manufacturing and trade for the coast. Toward Washington the owners of the "Whaleback" turned.

The competition for the new works was sharp and spirited. But instead of an established city, the barge company chose an insolated site peculiarly adapted to their purposes. It had a history.



EVERETT HARBOR. SHOWING OLYMPIC RANGE.

## **A Port Gardner Reminiscence.**

Thirty miles north of Seattle, close-sheltered from the winds and offering every desired depth of anchorage, lay the island-locked harbor known as Port Gardner. Into it emptied the Snohomish, a broad, navigable river; between the river and harbor ran a long peninsula of gentle elevation; the river again offered the single point on the Sound where a fresh-water harbor lay contiguous to the sea. It was an ideal site for a city. Twenty years before when the whole Sound basin was, save for the village of Olympia and a few saw-mill settlements, but a deep-timbered wilderness, the committee from the Northern Pacific Board of Directors who came out to select a terminal point for that road, then creeping across the continent to the Pacific, narrowed their decisions to three places. Port Gardner was one of the three. On either of the others now grow flourishing cities; Port Gardner was still a wilderness.

It was this point that the Whaleback builders chose for the location of the new barge-works. Other enterprises seeking new locations in the west were also attracted by the feasibility of the site. A wealthy lumberman determined to plant a large shingle mill here. A paper manufacturer visiting the coast and perceiving the store of available timber and the open market, located a paper mill. A wire nail factory followed. Later it became apparent that the Great Northern Railroad, pushing across the continent, would follow the Snohomish down the western slope of the Cascades and strike tide-water first at this point.\*

From this nucleus sprang Everett.

## **A Point of Vantage.**

The law of natural selection was strong in favor of the new site. Although Seattle and Tacoma to the south, and Whatcom and Fairhaven to the north were firmly established cities, Everett had advantages which the others did not possess. It had a salt-water harbor equal to any, and a fresh-water harbor beside. It lay at the mouth of the Snohomish, and near to that of the Skagit, the greatest logging river of Puget Sound's magnificent timber belt; and the Stillaguamish, too, emptied but a few miles to the north; Everett

was the nearest point adjacent. Logs could be floated down these streams, cut into lumber, and loaded at the mills into the ships for Australia, England and other countries to which Puget Sound annually ships immense quantities of timber, without intermediate hauling or loading.

The Snohomish at its mouth forms a delta of four distinct courses all of which can be made available for shipping. The river is navigable for ocean going vessels for six or eight miles from its mouth and the water is deep to its very banks. And here is the single point on the entire stretch of the Pacific Coast where it is possible to have free from obstructions to navigation, perfect access to fresh-water. Everett has naturally what it will cost Seattle \$4,000,000 to acquire and what it costs the government enormous sums annually to maintain for Portland.

When these facts are put in consideration with the shipping facilities by rail, it will be seen that though a late comer among Sound Cities, equipped as it is with many points of vantage, Everett is by no means handicapped in the race.

### **The Basis of Development.**

It is as a city of manufacturing and commerce that Everett will find its development. To the growth of the industries already established, will, under the liberal policy of its projectors, be added others of equal value and importance. A shingle mill with a capacity of a million a day, a flour mill and wheat warehouse, and a woolen mill are projected. The presence of fine coking coal and large bodies of excellent magnetic iron, will make coking ovens and an iron and steel works at Everett an industry of the near future. There is an excellent field for a tannery, shoe factories, lead works, furniture factories, etc. Four brick and tile works flourish, and Everett clay makes a fine vitrified brick.

The field is wide and new, fuel is cheap and plentiful, the home market excellent, and shipping facilities of the best. The Everett Land Company invites correspondence with manufacturers seeking new locations.



H. E.

SUMNER IRON WORKS. EVERETT

## A RAILWAY CENTER.

WITH the railways built and building, Everett will be one of the principal railway centers of the Coast. The main line of the Seattle & Montana, which has passed into the control of the Great Northern, extends from Seattle to New Westminster, in British Columbia, affording connections at Seattle for Tacoma, Portland, San Francisco and the South, and at New Westminster for Vancouver, Victoria, and the Canadian Pacific. The Everett & Monte Cristo, extending east, opens up mining districts of marvelous promise and offers a route of great scenic beauty. The recent completion of the Great Northern through to Everett bids fair to revolutionize transcontinental business. The road is one of the triumphs of modern engineering skill. The swiftness of its construction, the comparative low cost, its direct route and easy grades, and its shortening of the rail distance overland, have marked its rapid march across the continent with conspicuous interest.

Its railway position, briefly stated, is, that **at Everett, the transcontinental line of the Great Northern first reaches tide-water, making from Everett the Shortest Haul 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.....	miles, 2,420
Portland via Northern Pacific .....	" 2,472
Tacoma via Northern Pacific.....	" 2,327
Seattle via Northern Pacific.....	" 2,340
Vancouver via Canadian Pacific.....	" 2,373
<b>Everett via Great Northern .....</b>	<b>" 2,166</b>

In short, tonnage between the East and the Pacific Coast requires a shipment of 250 miles further to and from San Francisco and other cities than from Everett.

The Great Northern road crosses the Cascades through a pass in sight from Everett, follows the south fork of the Skykomish to the Snohomish and down the latter, reaching the Sound at its mouth, where it joins the north and south road of the Seattle & Montana. Here, at Everett, traffic and travel will part into two currents, one southward to Seattle, Tacoma and Portland, the other northward to Fairhaven, Whatcom, Blaine and the Canadian cities. The importance of Everett is appreciated by the Great Northern management and provisions are being made to care for a heavy traffic at this point, for the shipment of the city's manufactures and the extensive ocean commerce which naturally grows up at the end of every transcontinental line. Arrangements have been made for terminal grounds at this point, on a fresh water harbor, with room for 100 miles of side-tracks, together with ample wharfage and other facilities for the transshipment of coal, grain and other merchandise from rail to ocean and coasting vessels.

Now that the Great Northern road has established the most direct connection between the Great Lakes and Puget Sound, Everett will have railroad facilities far superior to any city on the Pacific Coast.

Everett is reached also by the Northern Pacific and the Canadian Pacific Railways through their connections and is a terminal point on each line. Passengers and freight have the choice of three transcontinental lines, the Great Northern, Northern Pacific and Canadian Pacific Railways.

### **President Hill's Speech.**

At a banquet given in honor of President Hill, of the Great Northern Railway, at the Bay View Hotel in February, 1892, at which President Hewitt, of the Everett Land Company, presided, Mr. Hill said:

"Mr. Hewitt said that I promised to give you a forty-cent rate to Duluth. That is not a low rate. It is in excess of the average rate we are charging on our line to-day. All we ask is for you to have the stuff to ship. The distance from here to Chicago is from 230 to 250 miles less than from San Francisco to Chicago.

"Your distance from Puget Sound to Chicago is less than any other city on the Sound or Pacific Coast, and I can't help it if I were to cry my eyes out. [Cheers.] Your distance is 2,166 miles, while that of San

Francisco is 2,420 miles. You will see, therefore, that in hauling your freight to Chicago we start out with the advantage of saving ten per cent. in distance and that is an important item in operating 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.

"Many of us have seen Chicago grow from a population of 100,000 people to its present size. What made this wonderful growth? The country behind that city. That must make any city grow. You have here, on the ground and under the ground, as much natural wealth as any portion of the continent. If I were going to name the wealthiest counties in the country, I would name Whatcom, Skagit, SNOHOMISH and King, all lying on Puget Sound, considering what is on the ground and what is under the ground. You have coal, iron, gold, silver, lead, stone and timber. You have the soil that produced this timber.

"Your timber interests are your greatest source of wealth. Next to that may be mentioned your minerals, and last your agricultural resources. The Palouse country is known the world over as the greatest wheat-growing country on the continent. West of the Cascades you have more opportunities to make tonnage than the Palouse country, because your land is more productive. But aside from that, nature has given you more tonnage in the way of timber, and more tonnage can be taken from a single acre of ground by utilizing your timber than you can produce in the way of grain on the same amount of land in a hundred years.

"Your principal foreign trade will be with Japan. We are ambitious enough to put on a line of fast-going ships from our western terminal to run to Japan. [Applause.]

"When we come here we must get along harmoniously. Yesterday I saw more new work than I have seen in a long time, and I know it was not boom, but solid work. You have selected a good place to build ships and make paper.

*"Our headlights will illumine all the eastern slopes of your hills, at Everett first, and here we will change horses and change direction. 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 further than is absolutely necessary to reach Puget Sound." [Great applause.]

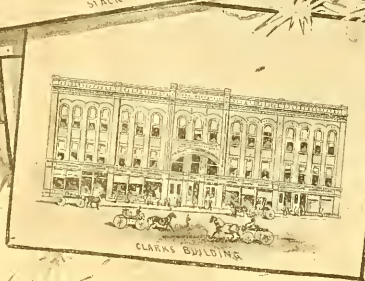




SLACK BUILDING.



BANK OF EVERETT BUILDING



CLARKS BUILDING



N. WADE BUILDING

## The Everett & Monte Cristo.

Eastward from Everett and reaching into the heart of the Cascades, is the line of the Everett & Monte Cristo Railroad. This line, built by the Colby-Hoyt Syndicate, which has also acquired heavy interests in some of the richest Monte Cristo mines, taps the newly discovered mining districts at the head of the Stillaguamish and the Sauk for the reduction works at Everett. The road traverses the valley of the south fork of the Stillaguamish, and crossing a low pass, follows the Sauk River up the valley five miles to 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 single purpose of the road is to open up the mines, enough ore being now ready for shipment to insure profitable working. The cost of construction was about \$1,800,000. John T. McBride is general manager.

It is now probable that the sharp competition, enforced by the completion of the Great Northern, will lead the Northern Pacific to complete its Washington Central extension westward to the coast. The line is under operation for 150 miles west of Spokane, and its extension over the mountains would secure a cut-off several hundred miles shorter than the present route. The line could hardly, and certainly would not, be built to the Sound without reaching Everett.

The following is the rail distance from Everett to the principal cities :

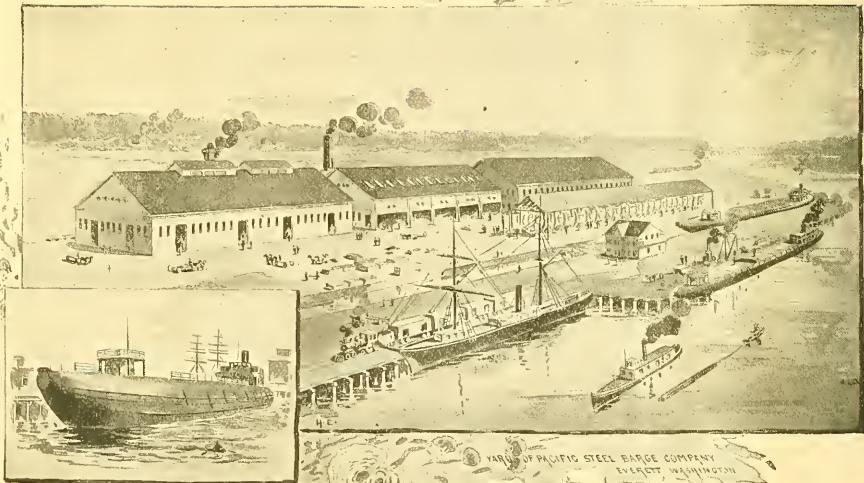
Seattle.....miles,	33	Spokane.....miles,	314
Tacoma .....	" 64	St. Paul.....	" 1,794
Portland... ..	" 209	Chicago .....	" 2,166
San Francisco .....	" 981	New York.....	" 3,079

## “THE CITY OF SMOKESTACKS.”

**A**LTHOUGH in active existence only a year, Everett has already larger and more important industries than any other city on Puget Sound. Its manufactories give employment to upwards of 1,000 men, with monthly pay-rolls exceeding \$60,000, and represent a capitalization of over \$3,000,000. With its barge works, its nail factory, its paper mill, its smelting works, its iron works, its extensive shingle and lumber mills, and its brick and tile factories, Everett has been very fitly described as the “City of Smokestacks.” Certainly few cities ever began life upon so solid and enduring a foundation. Its industries are, moreover, permanent, profitable and diversified, differing wholly in ownership; they have been drawn to the coast by the favoring markets and abundant supply of raw material; they have fixed their location in Everett because of the advantages it offered.

### The “Whaleback” Works.

No more important industry has come to the Pacific coast of late years than the works of the American Steel Barge Company, the builders of the “whaleback.” Reference has already been made to the manner in which the company sought a location on the Sound, and the factors that determined the location to Everett. Here was found a fresh-water harbor unobstructed and not dangerous of access. It was, moreover a seaboard and not an inland point.



YARD OF PACIFIC STEEL BARGE COMPANY  
EVERETT WASHINGTON

Some \$250,000 has thus far been expended in the Everett plant, which is organized as the Pacific Steel Barge Company; Colgate Hoyt, of New York, president; C. W. Wetmore, vice-president, and Capt. Alexander McDougall, (the inventor and designer of the whaleback,) general manager. The company has a capital stock of \$600,000, which will be increased shortly to \$1,000,000. The works are located near the mouth of the Snohomish River and occupy seventy-five acres of ground. Included in the plant are four large buildings; the furnace room, 100 x 200 feet, the punch shop, 100 x 211 feet, the carpenter shop and moulding loft, 50 x 200 feet, and the general office, 40 x 100 feet. The buildings have a floor area of 53,000 square feet. In connection therewith one of the largest dry-docks in the United States is under construction.

At the Everett works the owners will build a fleet of whalebacks for the Pacific. They intend to establish a line for the Pacific coast trade and a steamship line to the Orient. At the parent works at West Superior, Wisconsin; the company is now building an average of ten boats per year, employing upwards of 1,100 men. The vessels have fairly revolutionized the carrying trade of the Great Lakes and bid fair to do the same on the high seas.

The initial work of the Pacific plant is the whaleback steamer "Everett," designed to replace the "C. W. Wetmore," lost off Coos Bay in a fog. The latter, after earning its cost of construction several times in the trade of the lakes, made the famous voyage from West Superior via the Welland canal to Liverpool, returning to New York and then rounding Cape Horn, bringing machinery for the factories of Everett. The new vessel will be a much larger and more complete boat than the Wetmore, as the following figures disclose:

"C. W. WETMORE,"

Length, 264 feet; beam, 38 feet; engine horse power, 700; tonnage, 3,000.

"EVERETT,"

Length, 360 feet; beam, 42 feet; engine horse power, 1,800; tonnage, 4,700.

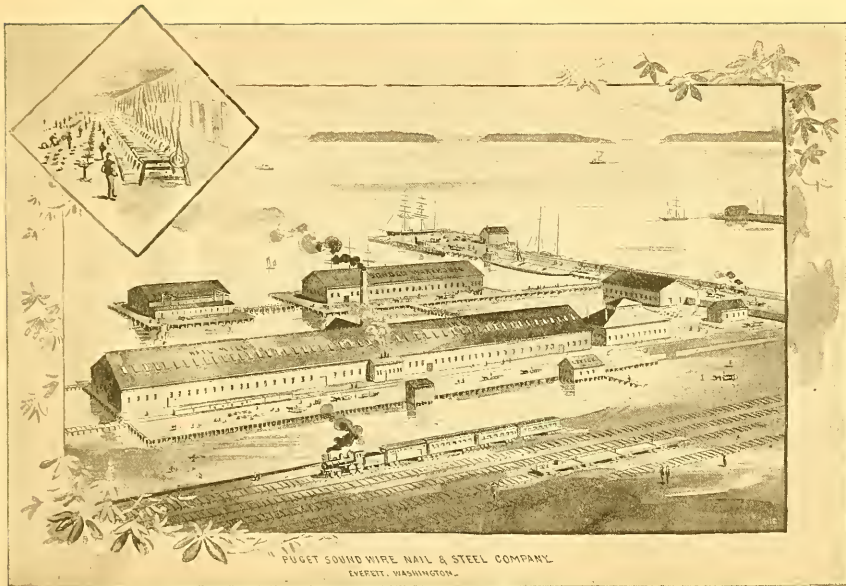
The Everett will be launched about September 1st. Construction of others will soon follow. The intentions of the company are indicated in the fact that the works at Everett have the room and facilities for the construction of from eight to twelve whalebacks at the same time.

### **A Pacific Coast Nail Factory.**

The Everett Nail Works grew out of an investigation of a Brooklyn manufacturer. The latter computed that upwards of half a million kegs of wire nails were consumed annually by the Pacific coast, the bulk of which was supplied by the mills of the Atlantic coast. A freight tariff for the intervening 3,000 miles was levied on the Pacific coast consumption. The manufacturer, Mr. A. R. Whitney, president of the Brooklyn Wire Nail Company, shortly after organized the Puget Sound Wire Nail and Steel Company, and fixed the location of the new works at Everett. The company has a capital of \$300,000, \$200,000 of which has been expended in the plant at Everett.

In equipment and design the works are perhaps the most perfect of any yet constructed, including as they do the latest models of improved nail machines, and suggestions for economical and labor-saving working, drawn from careful observations of the best factories of the United States. The location is upon tide-water, enabling the vessels bringing the steel rods from Europe to draw up alongside and discharge their cargoes at the factory direct. The plant comprises a warehouse 60 x 200 feet, with a 900 foot dock; cleaning house 100 x 100 feet, fitted with hydraulic lifts, vats and furnaces; wire and nail room 80 x 160 feet; keg factory 52 x 84 feet; and a fire-proof boiler house 45 x 50 feet.

The nail room is equipped with fifty-six of the A. R. Whitney patent machines of the latest style; one of these makes the largest wire nail in the United States, turning out a spike thirteen inches in length.



" PUGET SOUND WIRE NAIL & STEEL COMPANY.  
EVERETT, WASHINGTON.

The machines are almost automatic in operation, one man being sufficient to care for several cutters. Everything in the line of wire nails is manufactured, from the thirteen inch spike to the smallest brad.

The company makes its own kegs from the logs floated to its wharf. The wire drawing room is fitted with improved machinery of the most desirable design, furnishing every thickness of wire from half an inch down to 20-gauge. It manufactures all kinds of cable, grape, hop-yard, hay-baling and fence wire. Power is supplied from two Corliss engines of aggregate 400 horse-power, and the works are lighted by 150 Edison electric lights.

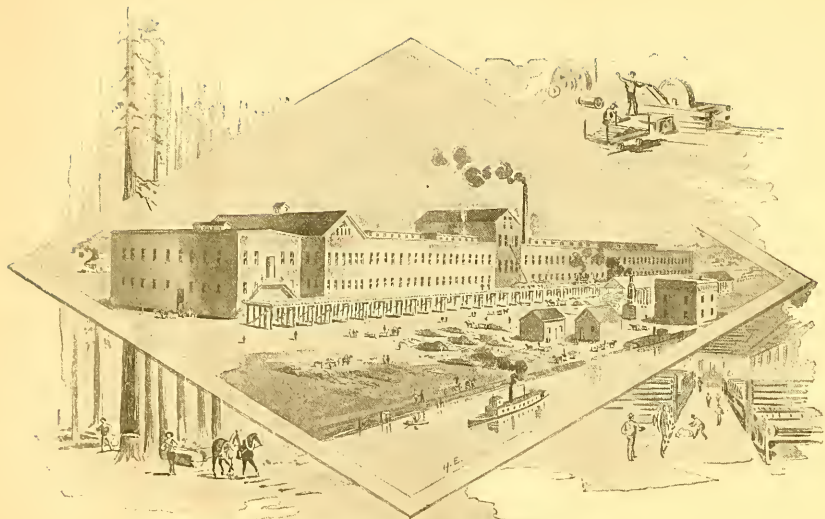
The capacity of the drawing room is 250 tons of wire per week; that of the nail room is 1000 kegs per day. From the Everett factory the company will supply the coast trade from California to British Columbia, and their export trade to Japan, China, Sandwich Islands and Australia. The entire shipment of raw material is by water, around the Horn. Five vessels have thus far brought 5000 tons of rods around the Horn and another vessel is now *en route* from Antwerp with an additional thousand tons.

The management of the plant is in the hands of A. R. Whitney, Jr., a practical nail manufacturer. With the advantage of low water freights, with an assured trade, and in the hands of experienced men the enterprise is already a demonstrated success.

### **Paper from Wood Pulp.**

The development of the wood pulp industry, so rapid in the last few years, brought an important enterprise to Everett. On Puget Sound there is a practically unlimited supply of the finest quality of pulp wood. This is especially true along the Snohomish and Skagit Rivers, in the vicinity of Everett. A prominent paper manufacturer, Col. A. G. Paine, president of the New York and Pennsylvania Paper





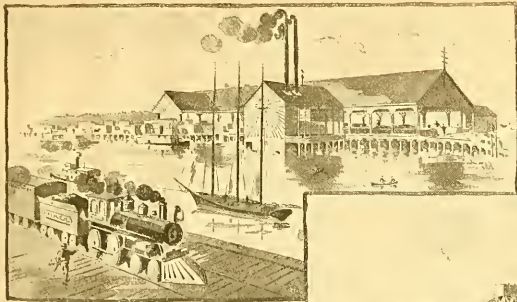
PUGET SOUND PULP AND PAPER MILL, EVERETT, WASH.

Co., made a thorough investigation of the field, and in the spring of 1891 joined with Henry Hewitt, Jr., of Tacoma, in the formation of the Puget Sound Pulp and Paper Company. The Company has a capital of \$500,000. Mr. Hewitt is president and Col. Paine, vice-president.

The plant is located on the banks of the Snohomish River, and is distant from the center of the city about two miles. The works and yards occupy some twenty-eight acres. The main building is 80 feet wide, 412 feet long, and two stories high. The central portion of the building is of brick, 44 feet high; the remainder 30 feet high. The machine room is 52 x 164 feet and two stories high. A third building, the warehouse, is of like dimensions.

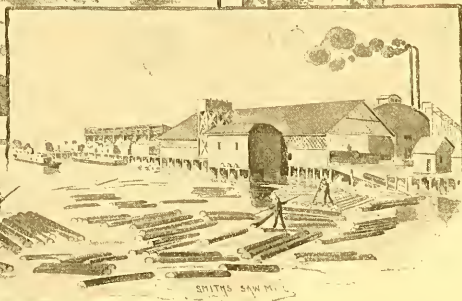
The mill is equipped throughout with the most modern machinery and the latest improved appliances. In the central or brick building are five steel-welded digesters, each 7 feet in diameter and 28 feet high, without seams or rivets. Of the two large paper machines, one is 94, the other 106 inches wide. They were made by the Pusey & Jones Co., of Wilmington, Del. The machines have 15 drivers each and run from 200 to 225 feet per minute. Four large engines are required in the propulsion of the machinery, with a total of 525 horse-power. The main engine, built by Robt. Wetherill, of Chester, Pa., is of 250 horse-power. The beating room is equipped with four 1,000 pound Horne beating engines of the latest patent, one 1,200 pound open tub beater, and two Jordan engines for the preparation of the pulp for the paper machines.

The entire cost of the plant was about \$400,000, and its capacity is fifteen tons of paper per day. The company employs upward of one hundred and twenty-five men, and the value of the monthly product of four hundred tons is between \$30,000 and \$40,000. Fir, cotton-wood and spruce are the chief woods used in the process—woods abundant in this section. Along the Snohomish and tributary streams and within a dozen miles of the mill is a quantity of first quality pulp wood, sufficient to supply the mill for generations. The soda-pulp process is employed, it being the only mill of that description this side of the Rocky Mountains.



HARTS SAW MILL

SAW MILLS AT EVERETT.



SMITHS SAW MILL

Book, express, wrapping and writing manillas form the chief products of the mill. The mill is the largest of its kind west of the Mississippi, and recently produced for exhibition at the World's Fair the largest continuous roll of paper ever made. It was eight feet wide and more than five miles in length. At the present time the mill is crowded to its utmost capacity and is very much in arrears in filling orders.

### **A Natural Lumber Depot.**

Whatever great interests shall hereafter be developed, the chief factor thus far in the growth and prosperity of Puget Sound has been the wonderful wealth of its forests. In value and extent they are exceeded by neither the forests of Wisconsin, Michigan, Maine nor the South. A glance at the map will reveal Everett's relation to this interest. Into the eastern arm of the Sound flow three great logging rivers—the Snohomish, Stillaguamish and the Skagit. To Everett, lying at the lower end of the arm, these are naturally tributary. They are, indeed, commanded by no other city. Add to this the logging country opened up by the Great Northern and the Everett & Monte Cristo, which meet tide-water here, and Everett's position will be appreciated. In the sharper competition following the development of this great industry, these considerations will increase in importance and become determining factors in the location of mills.

Twelve industries in the manufacture of lumber and wood products are already located at Everett. They represent a capital employed of upwards of \$200,000, give employment to between 300 and 400 men, and turn out a product exceeding \$75,000 in value each month. It is worth noting that none of these industries are yet of great size, and represent rather, a basis for development.

At Lowell, the E. D. Smith Lumber Co. has a capital of \$50,000 and gives employment in mill and camp to 100 men. A short distance below, the J. F. Hart Lumber Co. has a capital of \$60,000 and employs

35 men in its saw and lath mills. At the end of the 14th Street wharf on the bay side, is J. E. Bell's saw mill, employing 45 men. These three saw mills have a combined capacity of 150,000 feet per day.

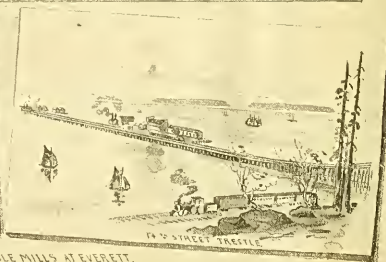
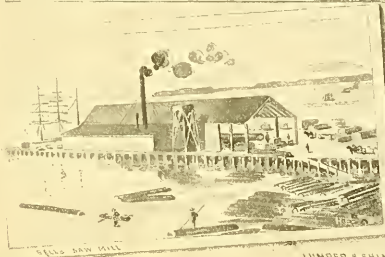
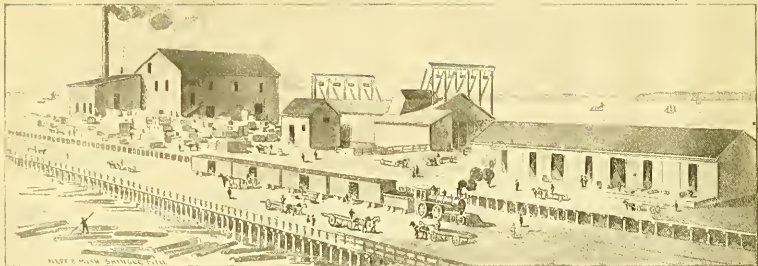
Two prosperous sash and door factories exist. The Riverside Mill Co., with a capital of \$10,000 and employing 13 men, is located on the river front. Parminter and Robinson are found on the bay side.

The Everett Wooden Ware Works, with a capital of \$50,000, manufactures tubs, pails and the like and runs a small shingle mill and furnishes employment to 50 men.

### **Puget Sound Shingles.**

The great success which has attended the introduction of the red cedar shingles of Puget Sound in the east, has opened up for this section an industry of great promise, an industry that on a careful estimate already brings to the Sound between \$25,000 and \$30,000 in cash per day, or upwards of \$8,000,000 per annum. Everett now has four shingle mills, cutting half a million per day, with another determined upon, which will nearly quadruple this output.

The Port Gardner Red Cedar Lumber Company, Messrs. Neff & Mish, proprietors, has a capital of \$40,000, employs 44 men and cuts 250,000 shingles per day. The mill is perfect in its equipment, seizing the log from the water and finally landing it in a bundle of shingles in the drying-room almost entirely by mechanical devices. The capacity of the company will be doubled shortly. Their location is at the end of the 14th street wharf. Blackman Bros., on the peninsula, cut 100,000 shingles per day and employ in all 20 men. The Everett Shingle Company, on the river front, cuts 90,000 shingles per day and employs 20 men. Darling & Allen, on the bay side, cut 50,000 shingles per day and employ 20 men.



LUMBER & SHINGLE MILLS AT EVERETT.

## List of Manufacturing Industries at Everett.

NAME	Capital	Cost of Plant	Number Hands Employed	Monthly Pay Roll	Value of Monthly Output
Pacific Steel Barge Co.....	\$600,000 00	\$135,000 00	135	\$ 6,000 00	\$400,000 00*
Puget Sound Wire Nail & Steel Co.,	300,000 00	200,000 00	80	4,400 00	30,000 00
Puget Sound Pulp & Paper Co.....	500,000 00	400,000 00	125	6,400 00	35,000 00
Puget Sound Reduction Co.....	900,000 00	200,000 00	150	10,000 00	100,000 00
Neff & Mish Shingle Co.....	40,000 00	40,000 00	44	3,500 00	10,000 00
Smith Lumber Co.....	50,000 00	50,000 00	100	5,500 00	20,000 00
J. F. Hart & Co.....	60,000 00	50,000 00	35	2,000 00	10,000 00
Riverside Mill Co.....	10,000 00	5,000 00	13	900 00	2,500 00
Jas. E. Bell (Saw Mill).....	15,000 00	15,000 00	45	2,500 00	10,000 00
Blackman Bros. (Shingle).....	12,000 00	12,000 00	20	1,600 00	5,000 00
Parminter, Robinson & Co.....	10,000 00	8,000 00	20	800 00	5,000 00
M. J. Darling & Co.....	12,000 00	4,500 00	20	1,600 00	4,500 00
Everett Shingle Co.....	8,000 00	8,000 00	20	1,600 00	5,000 00
Everett Electric Brick Co.....	20,000 00	10,000 00	8	500 00	2,000 00
Everett Mosaic Tile Co.....	20,000 00	10,000 00	10	800 00	6,000 00
Bast's Brick Yard.....	8,000 00	8,000 00	25	1,500 00	5,000 00
Sherman & Wasson.....	12,000 00	12,000 00	30	1,800 00	4,000 00
McAllister's Machine Shop.....	3,500 00	3,500 00	6	500 00	1,500 00
Cripper & Schofield.....	15,000 00	15,000 00	10	700 00	2,500 00
Everett Cornice Works.....	5,000 00	3,000 00	5	500 00	1,500 00
Sumner Manufacturing Co.....	100,000 00	75,000 00	75	7,000 00	15,000 00
Everett Chair Co.....					
Everett Wooden-Ware Works.....	50,000 00	25,000 00	50	3,000 00	7,000 00
Pulley Factory.....	10,000 00	10,000 00	20	1,500 00	15,000 00

\* Annual.

## THE GOLD AND SILVER MINES.

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**A**LTHOUGH the district of Silver Creek is an old one, and the presence of gold and silver this side of the divide has long been known, it was not until the discovery of the great ledges of the Monte Cristo, that mining in the Western Cascades gained its present activity. Lack of transportation has been a later bar. The construction of the Great Northern and the Everett & Monte Cristo will turn the camps of the Cascades into active producers, and lend a powerful impulse to the growth of Western Washington. Both of these roads reach tide water at Everett, and here the Puget Sound Reduction Company has erected the largest smelting works this side of the Cascades. Everett is thus made the focal point of the mining activity of the western half of the State.

### Monte Cristo.

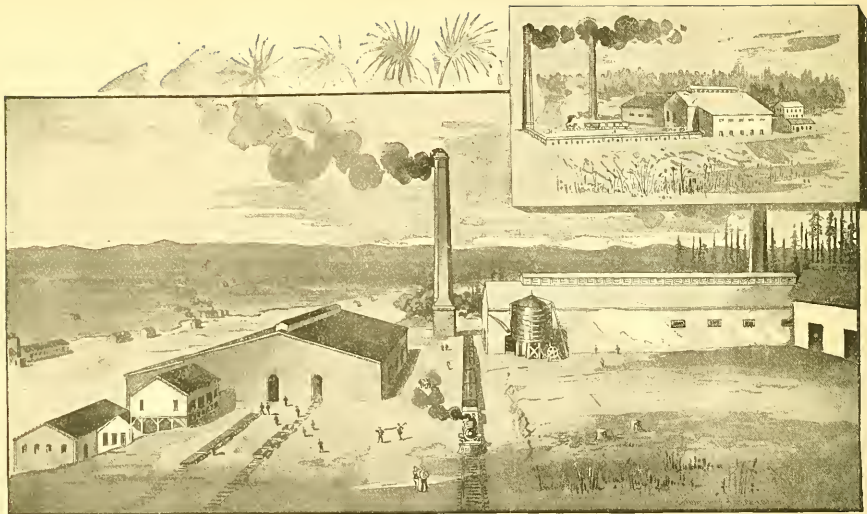
Lying about thirty miles due east from Everett, and buried in the very heart of the Cascades, the district of Monte Cristo has but a single point of access—to the west. Made up of two broad parallel basins that have been chiseled out by the resistless glaciers, and shut in by giant mountain walls, the district presents an object of rare beauty and majesty. The action of the glaciers has cut the ledges sharply across their face, exposing the veins to a depth ranging from 2,000 to 4,000 feet. It can hardly be doubted that Monte Cristo will take rank with the great bonanza camps, for it is conservatively true



that perhaps no camp in the United States was ever opened up with so great a surface showing, The veins are traceable for miles on either side of the district and are singularly parallel; their continuity, parallelism and the great depth to which they are exposed, gives every possible indication of their permanency.

In general character the ores of Monte Cristo are constituted of galena and iron pyrite, the latter carrying heavily in gold. The ores run from \$5.00 to \$50.00 in gold, \$10.00 to \$90.00 in silver, and from 8 per cent. to 58 per cent. lead. The Pride of the Mountains ledge varies from 8 to 28 feet in width, with 5 to 15 feet of solid mineral; its bold out-crop, forming a great girdle of the mountains, may be traversed in a continuous distance for three-quarters of a mile. The ledge of the '76 is of even greater extent, ranging from 40 to 75 feet in width and exposed from the bottom of the basin, up the mountain side, till it is lost beneath the unmelting ice of a great glacier. Assays from across the 15 foot vein of the Monte Cristo mine hold to an average of \$70.00 per ton. The Rainy, Congress, 4th of July and Emma Moore have shown fine development. The ore is of medium grade and of immense extent; in the strict sense of the mining term, there is enough "ore in sight" to mine for years to come.

Much of the ore of the district is susceptible of concentration, and at the junction of the two basins, where the townsite of Monte Cristo lies, a concentrator is in course of construction that will cost \$250,000. From here an extensive system of tramways, costing upwards of \$100,000, reaches to the various mines. Of the six principal companies operating in the district, the Monte Cristo, Rainy and Pride of the Mountains companies are controlled by the Colby-Hoyt syndicate; Joseph L. Colby, of Cleveland, Ohio, is president; F. W. Wilmans, vice-president; Wm. C. Butler, general superintendent; and A. L. Dickerman, consulting engineer; C. H. Taylor, auditor and assistant secretary. The Wilmans brothers, of Seattle, own controlling interests in the Wilmans, Pearsall, and Pearsall-Blake companies. In all nearly \$3,000,000 is being spent



SMELTING WORKS.

in opening up the Monte Cristo mines, every dollar of which must be expended before a dollar of return can be had.

Fifteen miles below Monte Cristo, on the line of the Everett & Monte Cristo, the extensive district of Silver Gulch and Crystal Creek supports the flourishing camp of Silverton, about which are many fine prospects. The districts of the Stillaguamish, Copper Lake and North Fork, reached by the Everett & Monte Cristo, have been developed with much promise.

Although the placer fields of Silver Creek were opened years ago, lack of cheap transportation prevented development of the quartz mines. It lies six miles immediately south of Monte Cristo, divided from it by only a clean range. In Silver Creek, with the contiguous districts of the Troublesome and Howard Creeks, over 2,000 locations have been made, a number of which have been opened up into fine mines. A spur from the Great Northern eight miles in length will reach Galena, the heart of the district, in the fall of 1893, and another short spur will reach the districts of the Sultan and Vesper Creeks.

## **The Smelting Works.**

Everett, as the radial point from tide-water of the railroads reaching these districts, was the natural location for the smelting works. The Puget Sound Reduction Company, made up of the leading owners of the Monte Cristo mines, was formed with a capital of \$900,000. Joseph L. Colby is president, F. W. Wilmans, vice-president, Wm. C. Butler, general superintendent and A. L. Dickerman, consulting engineer. The site chosen is on the side hill at the extremity of the Peninsula, at a point reached by both the Great Northern and the Everett & Monte Cristo. The design of the works is such as to enable gravity handling throughout, the successive processes of reduction being placed one below the other. The buildings consist of a furnace

building, 95 x 50; ore building, 114 x 112; sampling house, 60 x 40; roasting house, 88 x 163; sulphide mill, 50 x 100; blower house, 28 x 70; boiler house, 39 x 50 feet. Three 80-ton stacks will be put in operation at once, and two improved roasters with a capacity of six of the old pattern. The present cost of the plant is \$200,000, and 150 men will be employed. The intention is to enlarge the works as the ore output demands. The smelter will handle the ores of the Cascades, and from the Okanogan country, east of the Cascades. At its wharf immediately in front of the works, it will receive consignments of foreign ore. The construction and equipment are of the latest and most approved models, and combine convenience and utility in the highest degree. The plant will have a capacity about three times that of any smelter this side of the Cascades.



THE MOHAWK BUILDING

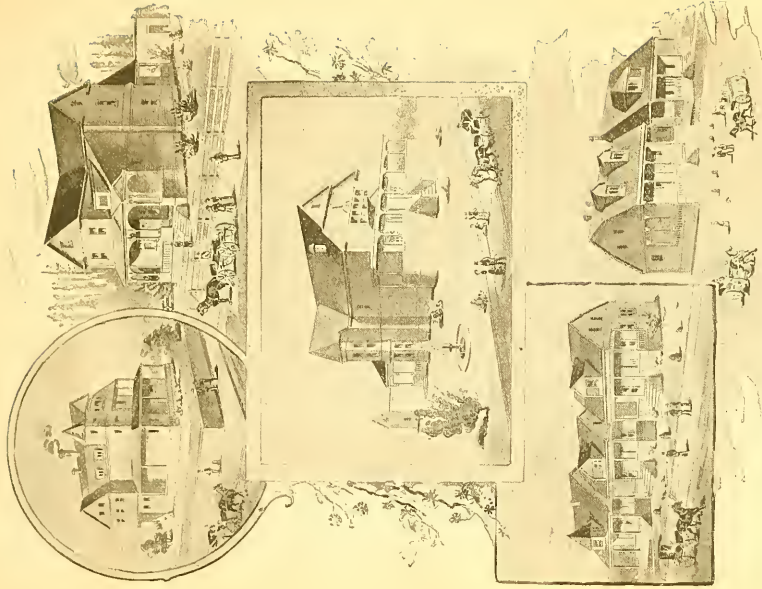
## A FRESH WATER OCEAN HARBOR.

THE City of Portland has for years maintained its supremacy over the ports of the North Pacific by reason of its fresh water harbor, in spite of the fact that it is 125 miles inland, and that the bar of the Columbia is dangerous of passage. Seattle will expend \$4,000,000 in the construction of the Lake Washington Canal, in case the government cannot be induced to do it for her. The growth of Calcutta to a greater city than Bombay is a familiar example of the influence of a fresh water harbor.

The Snohomish, as it discharges its waters into Port Gardner, forms a broad delta, offering a fresh water harbor large enough to float all the ships of the Pacific. With but slight improvement, the three principal channels—the main river, Steamboat Slough and Ebey Slough—will offer perfect access to ocean going vessels, and, deep to their very banks, afford combined wharf frontage of thirty miles. The Snohomish River drains fifty or sixty miles of the western slope of the Cascades, and sends down a remarkable volume of water for its length. Steamboats run up to the town of Snohomish, six miles above Everett, and thence up thirty miles further.

Again, in the harbor of Port Gardner, lying on the seaward side of the city, Everett has all the advantages of a salt water harbor. Extending from the point of Muckilteo to the mouth of the Snohomish, and shut in by the sheltering islands of Camano and Gedney, it offers secure harbor from the winds, while its gradually sloping bottom affords five miles of excellent wharfage and every desired depth of anchorage.

Everett has been selected as the Puget Sound terminus of the John P. Best & Company line of packet vessels from Antwerp. Two first-class iron ships, the G. W. Wolff, 1,663 tons register, Capt. J. Cain, and the East Lothian, 1,389 tons register, Capt. W. Ross, have been placed on the line, and more will be added with the natural development of Puget Sound trade with Europe. Naturally, too, Everett will be the American terminus of the Steel Barge Company's line of whaleback steamers to the Orient. From three to five hundred miles nearer the ports of Japan, China and India than San Francisco, as well as two hundred and fifty miles nearer by rail to the cities of the Eastern States, it is evident that with the establishment of equal facilities, the immense and lucrative trade which has made San Francisco one of the largest and richest cities of the United States, will be turned to the ports of Puget Sound. It is inevitable. And in this accession of shipping trade Everett must perforce share largely, by reason of the position its heaviest industry, the barge works, will take in the establishment of these shipping facilities. The future completion, too, of the Nicaragua Canal, cutting off 8,000 miles in the distance from New York to Puget Sound, will give an immense impetus to Pacific coast shipping, and promote the development of as great and prosperous cities on the Pacific as on the Atlantic seaboard. The upbuilding of its industries of coal and iron, coke, steel, lumber, and all the variety of manufacturing, ship-building and commerce which follow in the wake of cheap fuel, abundant and accessible raw material, perfect shipping facilities by rail and water, a salubrious climate and an energetic population, fixes on Western Washington and the cities of Puget Sound as the inevitable leaders in this development. That development, it should be further said, has hardly yet begun, and in the struggle for precedence Everett is fairly abreast of any of the Sound cities.



GROUP OF RESIDENCES, EVERETT

## RICH BOTTOM LANDS FOR FARMS.

THE tide lands and bottom lands of the Snohomish, Stillaguamish and Skagit have a rich soil of great depth, whose yield appears almost incredible to the farmer of the Eastern states. Oats and barley are our special crop; oats yield 125 bushels and hay will cut four and five tons to the acre. The market is close, the demand heavy, and prices uniformly excellent. Hops, fruit and truck gardening are even more profitable. Hops yield \$300 to \$500 per acre, according to the price; prunes from \$300 to \$800 per acre, and other fruits in proportion; gardens give handsome returns, and chicken raising and butter making are especially profitable; eggs range from 25 cents to 40 cents per dozen, and butter a like price per pound. These two are exceptional items, as the cost of living on Puget Sound is not otherwise high.

Under the new law authorizing the bonding of counties for the reclamation of tide lands, about 7,000 acres on the Snohomish delta are being diked; they are immediately tributary to Everett and offer fine opportunities for improvement as truck and hop farms. Above the tide flats the Snohomish drains a beautiful valley, where are many old farms and orchards. In the history of Puget Sound such a thing as failure or partial failure of crops has never occurred. There are neither the frost of winter nor the scorching suns of summer, and the presence of grasshoppers or devastating insects, save hop-lice is unknown. The climate is that of the south of England, mild, equable and humid; snow is a rarity, storms few, and cyclones never. The air is singularly pure, vivifying and grateful. The summers are all June and winters all November.





EVERETT CHAMBER OF COMMERCE.

## ON THE SOCIAL SIDE.

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EVERETT, like Tacoma and Seattle, is settled largely with people from the Eastern states, who have come to the Sound, either for enjoying its beautiful climate, or to take advantage of its unusual opportunities for gaining wealth. Thus its development in its social side has in every way kept pace with its industrial growth. Its churches, schools and societies offer every adjunct to social life found in the established settlements of the older states.

The school district of Everett, with a valuation of several millions, has been bonded for \$74,000, one commodious building erected, and the second one commenced. Eleven teachers are now employed and 450 pupils enrolled for the current year. The instruction includes all grades from Kindergarten and primary to the grammar or high school.

Six churches have thus far been organized, with excellent attendance. A Presbyterian church costing \$1,000 has been erected free from debt, and has an attendance of two hundred. The Methodist chapel, erected at a like expense and also free from debt, accommodating two hundred and fifty persons, is already too small for the attendance. The Episcopal church has erected a \$1,500 chapel, and the Lutheran and Catholic edifices are under way. The Baptist society, with the aid of Eastern friends, purposes the erection of one of the finest churches on the Sound. The land companies have given each organization, as it was perfected, generous and well located building sites.

Among the secret societies the Masons, Odd Fellows and Knights of Pythias already have flourishing organizations. An athletic club has been organized with a good membership and has fitted up a commodious gymnasium. Gambling rooms are not allowed, and the place has none of that rough and lawless element that characterizes many new Western towns.



## PUBLIC FACILITIES.

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A NUMBER OF HOTELS have already been erected, affording ample accommodations for visitors. On the crest of the hill which rises from the shores of Puget Sound, and commanding a view of the distant mountains and of the Sound for miles, the Everett Land Company has put up a large and modern hotel, the "Monte Cristo." It is lighted by electricity, heated with steam, and equipped with all the conveniences and comforts to be found in a hotel of the first class. The structure cost \$60,000, and in appointments is not surpassed by any on the Sound. Its table is one of the particularly attractive features.

The Great Northern, Postal and Western Union Telegraph Companies have offices in the city. A District Telegraph Messenger Service has been established, and the Sunset Telephone and Telegraph Company, owning the lines of the coast, connects Everett with the cities of the Sound and with Portland.

A complete system of water mains supplies the city, water of great purity being obtained from wells near the Snohomish River.

An electric street car system seven miles in length is in operation. The streets are lighted with electricity. A thoroughly organized fire department gives ample protection against fire.

The Treasury Department has constituted Everett a sub-port of entry, which enables vessels in the foreign and coastwise trade to clear for and from this port, and a United States Bonded Warehouse has been



EVERETT NATIONAL BANK, HEWITT BUILDING.



WISCONSIN BUILDING



S PAULWELL BUILDING



MANCHESTER BUILDING

established. This must necessarily prove a very great convenience not only to the wire nail factory, which imported last year five thousand tons of rods, but also to others engaged in importing and exporting.

A line of steamers between this place and San Francisco has been established and regular service secured. This will prove of great advantage to the merchants here who make purchases in San Francisco, and also to the industries that ship to that point.

### **Newspapers.**

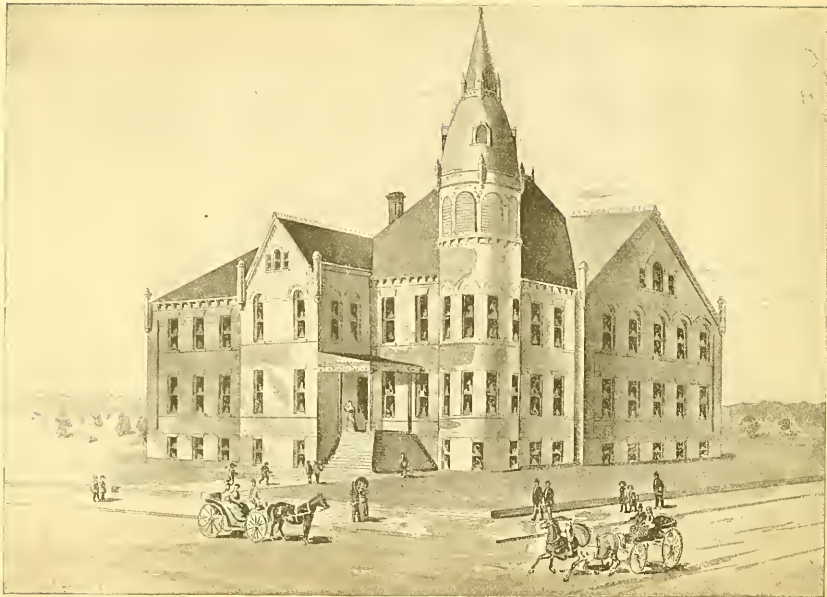
The journalistic field is well covered by three enterprising and well conducted weekly papers—the Everett News, the Everett Herald and the Everett Times. The News is a six column folio, while the Herald and Times are seven column folios in size.

### **Banking Interests.**

In nothing is the condition of a city more accurately reflected than its banks, and nothing tells better the story of Everett's growth. Seven banks have been organized during the year, with an aggregate capital paid up of \$395,000. Three of these are National banks and four are under State control. The Everett National includes among its Eastern stockholders B. Lombard, Jr., of Boston, and Charles L. Colby and John D. Rockefeller, of New York. The others are on an equally solid footing, as will be observed in the following table which shows the condition of the banks on March 6, 1893:

## Banks.

NAME OF BANK	CAPITAL	LOANS AND DISCOUNTS	DEPOSITS
Everett National.....	\$100,000	\$193,337.66	\$165,545.27
First National.....	50,000	75,046.16	56,445.35
Puget Sound National.....	50,000	78,901.56	78,721.02
Bank of Everett.....	50,000	73,568.71	75,385.30
Rucker Bank.....	100,000	127,619.68	65,748.90
Hewitt-Lombard Bank.....	25,000	26,240.18	7,543.15
Fidelity Trust & Savings Bank.....	50,000	26,918.85	26,532.83
TOTALS.....	\$425,000	\$601,632.80	\$475,921.82



EVERETT HIGH SCHOOL.



## A PREDICTION REALIZED.

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**M**R. GARDNER COLBY, Treasurer of the Everett Land Company, while on a visit to Everett last spring, said: "I can assure you of the hearty interest that all the stockholders in New York take in Everett, and in the work here. But Everett, as a manufacturing town, interests me more than anything else. On the broad and solid basis of the industries already established and those to come, I am sure the city will find a most solid growth. We have built a paper mill, and I think any of you who have any experience in manufacturing will say that we have the finest paper mill in the United States, if not in the world. The nail works you have seen in operation, and I am sure that you will agree that we have the best in the country. At the barge works I saw wonderful activity to-day. Barges for the trade with Australia, China and Japan are to be built. The whaleback has come to stay.

"I expect soon to see lines of freight and passenger steamers in operation between Everett and China and Japan. I do not say this as an idle boast, but I say it because I know there are gentlemen interested in the Everett Land Company who are at work on such a scheme, and you may expect to see very soon, such lines in operation. There are connected with the Everett Land Company many unusual names. Among them are Rowland Hazard, of Rhode Island, proprietor of some of the largest woolen mills of the country; E. J. Barney, of Dayton, Ohio, president of the second largest car works of the country; Charles Cook, of the Cook Locomotive Works, of Patterson, New Jersey; Edwin H. Abbot, president of the Wisconsin Central; D. S. Wegg, president of the Chicago and Northern Pacific; B. Lombard, Jr., president of the Lombard Investment Co.; J. C. Morse, president of the Illinois Steel Co.; Charles W. Wetmore, of Barlow

& Wetmore; Joseph L. Colby, of Cleveland, Ohio; Charles L. Colby, Colgate Hoyt and John D. Rockefeller, of New York. I might continue.

“The time is not far distant when Everett will be to the Pacific coast what Boston and Lowell are to Massachusetts in the East. This on account of its manufacturing and shipping. You will hear the whirl of the loom and factory wheel and will see the smoke of the iron and smelting furnaces on all sides, and all the indications of industrial activity.”

An unusual verification of Mr. Colby's prediction is to be found in a review of

### **The Work of a Year.**

The Polk Directory Company give the population of Everett, as returned from the census made for their directory in October, 1892, as 4,500. Eighteen months ago but a narrow trail ran in the deep forest of the peninsula where now Hewitt Avenue stretches its broad expanse, graded and planked, and lined with many handsome brick blocks.

The factories are here and the whirl of the wheels is heard. Upwards of a million and a half dollars have been expended in their construction, and a capital of over \$3,000,000 invested in them. Everett is emphatically the manufacturing city of Puget Sound.

The whalebacks are being built. Twelve miles of streets have been graded, eight miles planked, and thirteen miles supplied with sidewalks, all at a cost of \$250,000.

Six hundred acres have been cleared for the townsite of Everett at a cost of \$50,000. Docks and wharves have cost \$35,000 more.

A complete system of water works has been constructed at a cost of \$80,000. Nine miles of six, eight and ten-inch mains are supplied from a reservoir with a capacity of 900,000 gallons.

The increase of the postoffice receipts has been from \$19,31 for quarter ending September 30, 1891, to \$1,667.69 for quarter ending eighteen months later, March 31, 1893.

The following table will indicate, approximately, the increase in values:

	<i>1880</i>	<i>1890</i>	<i>1892</i>
Assessed Valuation, Snohomish County.....	\$408,901.00	\$4,008,211.00	\$9,914,611.00
Assessed Valuation, Everett.....		56,788.00	2,850,000.00

During the eighteen months something over \$3,000,000 have been expended in actual improvements in Everett. Of this, \$1,500,000 have been employed in the construction of the various manufacturing establishments, \$400,000 in public improvements, \$300,000 in brick blocks, and the balance in the construction of wharves, trackage, railway terminals, business houses, hotels, residences and the like.



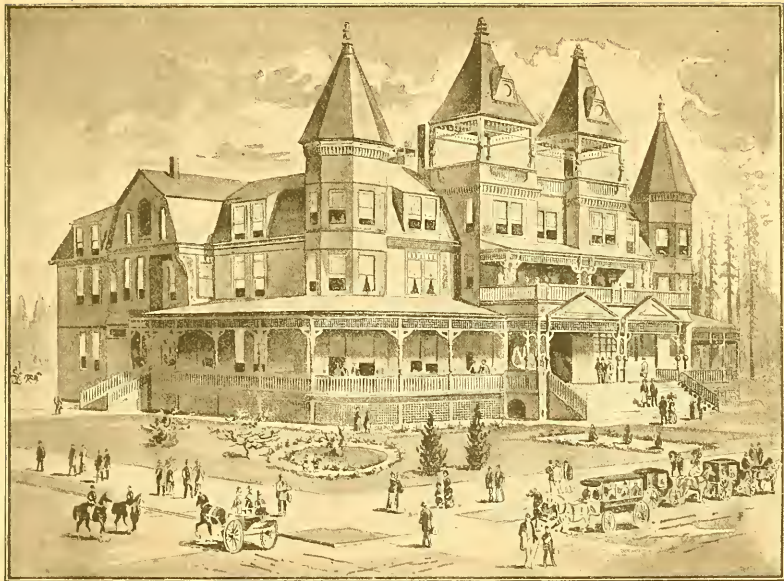
THE CRADDOCK BUILDING.

## THE EVERETT LAND COMPANY.

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NO such city as Everett could have been built, and such an array of important industries gathered together, in anything approaching so short a time, without the impulsion of some central, vivifying organization. That in the case of Everett is The Everett Land Company. The founder of this company is its president, Henry Hewitt, Jr., the treasurer of the St. Paul & Tacoma Lumber Company; E. B. Bartlett, of New York, is vice-president; Henry A. Schenck, of New York, is secretary; Gardner Colby, of New York, treasurer; and Schuyler Duryee, late chief clerk of the U. S. Patent Office at Washington, general manager.

The company has a paid up capital of \$1,000,000, and, as sketched heretofore in Mr. Gardner Colby's interview, includes among its stockholders many of the leading men and wealthiest figures of the financial world. It has interested many large industries in Everett, and it will interest many more. Almost the equivalent of its capital stock has already been derived from its real estate sales, all of which has promptly been put back in solid improvements for Everett. The result is seen in the liveliest and most promising city in the New Northwest. It is the company's modest purpose to make Everett the leading commercial and manufacturing city of Puget Sound, and if ample capital and intelligently directed energy will accomplish this, it will be done.



MONTE CRISTO HOTEL EVERETT.

"The people do not realize the magnitude of this undertaking, or appreciate the extent of the forces that will build a great city here. We have enlisted the co-operation of many capitalists in this enterprise, as well as in the enterprises in Wisconsin, Michigan and elsewhere. Already we have spent about \$5,000,000 in what may be termed preliminary work in Everett, such as building railroads, purchasing and developing mining properties and establishing industries."-- *From interview with Charles I. Colby.*

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"Before locating the Pacific home of the "Whaleback," I went up and down the whole coast and I could find no more acceptable point for the works from the Isthmus of Panama to the Straits of Juan de Fuca. When I came out here months ago I camped at the mouth of the Snohomish river and I saw what you will see in the future, the greatest port made by God, to be finished by man. Every day that I looked at it I saw that it would make one of the finest harbors in the world for cheapness and convenience."-- *From speech of Capt. McDougall, inventor of the "Whaleback."*

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"With the output from the Monte Cristo Mines, and that from the Okanogan country and other parts of the State, Washington will soon rank as one of the great producers of the precious metals. You have thought that your timber and your wheat were your great wealth, but I think in a few years this State's metals will in bulk and in value be crowding close to those of Montana."-- *From interview with Joseph L. Colby.*

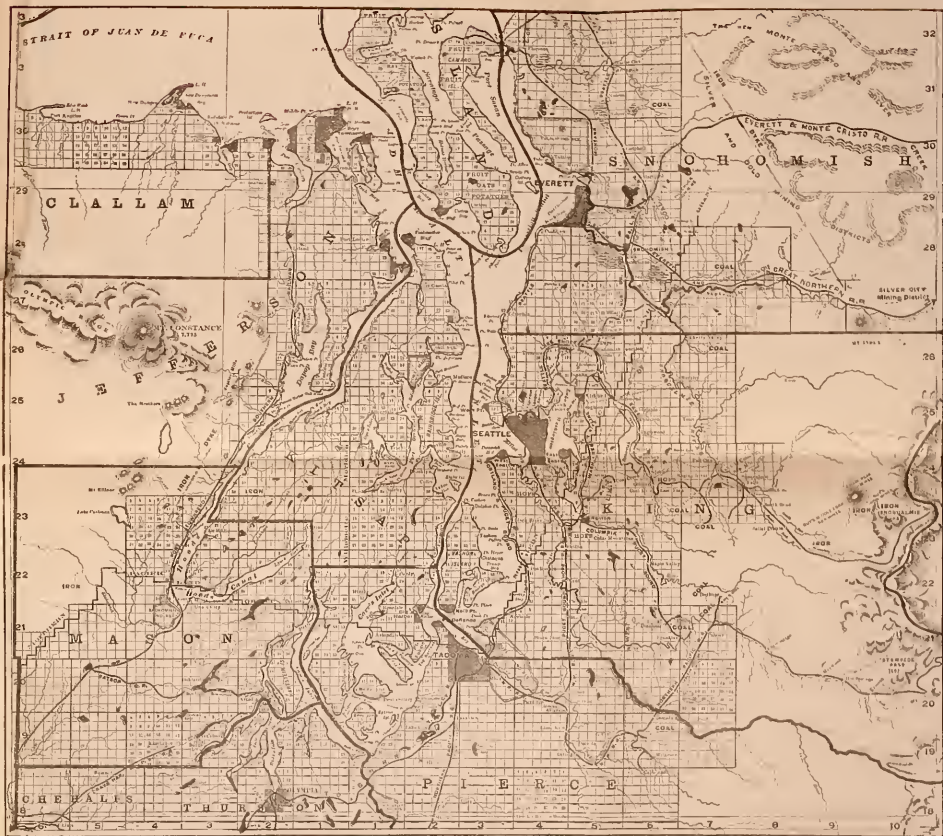
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"Many of us have seen Chicago grow from a city of 100,000 people to its present size. What made this wonderful growth? The country behind the city. That must make any city grow. You have here round about Everett, on the ground and under the ground, as great natural wealth as any portion of this continent. If I were going to name the wealthiest counties in this country, considering what is on the ground and under the ground, I would name Whatcom, Skagit, SNOHOMISH and King."-- *Extract from speech of Jas. J. Hill, President Great Northern Railway.*









MAP OF PUGET SOUND AND IMMEDIATE VICINITY.



MAP OF STATE OF WASHINGTON.

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