

many other industrial concerns all showing the activity of the business men and some of the many things that explain for themselves, *Why Seattle Grows*. The ride to the end of the car line is something like six miles, and it is full of interest from start to finish.

The morrow take a steamer to Bremerton, where the government dry dock is located and while crossing the bay you will get a striking view of Seattle and her busy, bustling water front, with her mosquito fleet, containing hundreds of small boats coming and going and all laden with passengers and produce. At Bremerton you will find the largest and most commodious dry dock on the Pacific Coast, around which great men-of-war are lying at anchor waiting their turn to go on dock.

Before you give up seeing Seattle, after you have returned from Bremerton, take one of the Renton urban lines and ride out to that suburb. If you go by the Puget Sound route you will see another portion of the southern section and a bit of the farming valley on which the most of the vegetables consumed in the city are raised. At Renton the Seattle car works, an immense coal mine and other industrial concerns you will find in operation. The cream of this trip will be the return on the other urban line along the shores of Lake Washington, which is something like fifteen miles. For real scenic beauty, travel the world over and you can not duplicate it. In all the sight-seeing thus laid out, you will periodically run on to either a city park or a city play ground which, despite the grandness and the beauty of all the surroundings, will be like an oasis on a desert. You have now partly seen Seattle in all her grandeur and likewise sublimity.

THE LAKE WASHINGTON CANAL.

For the past thirty years or more it has been the fond hope of Seattle to see a canal built connecting Lake Washington with Puget Sound, which would permit the largest ocean-going craft to pass through it and rendezvous in the fresh waters of the lake. Year in and year out the Chamber of Commerce, as well as prominent individuals, worked away on this project with the view of interesting the United States Congress to the extent of appropriating sufficient money for the work. An appropriation from Congress, and likewise an appropriation from the state, and more recently the voting of bonds for the project by King county have all placed the early building of the Lake Washington canal within the pale of immediate possibility.

Of all the gigantic improvements that have been undertaken by the enterprising individuals of Seattle the building of the Lake Washington canal is the master stroke of them all. With the canal open for navigation it would add nearly one hundred miles more water front to the city and open the way for the building of manufacturing plants from one end of Lake Washington to the other; and likewise give a canal water frontage, all of which would be unequaled by that of any city in the whole world. For many

years the tide flats at the head of Elliot bay were looked upon as the ideal location for the various manufacturing industries that would sooner or later locate in Seattle, but before such enterprises got any headway in that location the transcontinental railroads entering the city had bought up the most of the tide flats and will use the same for yardage. But with the canal open for business, small manufacturing concerns can obtain cheap factory sites along the west shore of Lake Washington, which will give them access to both railroad outlet and likewise outlet by water. With these advantages, the benefits arising from the opening of the canal will mean the adding of thousands of dollars worth of property to the city and increasing her population at least two-fold within the next decade.

With the Lake Washington canal in a position to permit the large ocean-going craft to enter the fresh waters of the lake, Seattle will have within her borders the most magnificent fresh water harbor in the whole country; and one that will give the city a commercial advantage over any other between the Pacific ocean and the city of New York. Those who have argued that Seattle already had sufficient water front to accommodate her trade were either commercially short sighted or could not see anything beyond something that would bring more money to the coffers of the various railroads that come to Seattle. The wharfage of the Sound is owned almost exclusively by the railroads and they are not of that liberality in their dealings to inspire and incite rival commercial enterprises. In January, 1909, the late Gov. John H. McGraw, when asked to express an opinion as to the future of the Lake Washington canal, in view of the fact that the project had been bitterly assailed by J. D. Farrell, vice-president of the Harriman railroad system, spoke as to the ultimate success of the canal and the benefits arising therefrom so far as the city is concerned, as follows:

"The canal will be taken care of whenever congress shall pass a general rivers and harbors bill. You see, the people of this country, with rare exceptions, are determined that that great public enterprise shall not be defeated by any or all the selfish interests that may oppose it. During the past twenty years or more Seattle and King county have spent large sums of money, directly and indirectly, in the promotion of this indispensable public improvement, and the interests of our people in the project have increased with each passing year. We have now come to realize that the canal is not a commercial necessity alone, but that it is a sanitary necessity as well.

"The specific advantages that will result from the construction of the canal are tersely but ably set forth in an article signed by Judge Hanford, Judge Burke and others, and published in the P.-I. of December 6th, 1908. I wish that every citizen of our country who has come here within recent years, and who, therefore, may be unfamiliar with the arguments in favor of the early completion of the canal, would read the article I have just mentioned.

Oh, yes, the canal will be constructed, have no doubts