

ABERDEEN,

GRAY'S HARBOR.

OF TO-DAY.

"Duluth" of the North Pacific Coast.

Railroad Situation.

on, Nature's Metropolis of Southwestern Washington.

of the wonders of western civilization that Seattle, Spokane Falls, have become words from the Rocky Mountain Atlantic coast, and Aberdeen that has local resources equal them, and one whose location furnishes advantages far the Sound cities, should, up months ago, be comparatively such was the case until new money and new men, recognized that with the filling up of the new state, there great coast wise city on the Grays Harbor, and that Aberdeen location at the junctives and at the head of navigable water, is an easily place her far in advance of any point or city in Southwestern, located themselves there industriously and intelligently make known to the general tremendous resources of the harbor country. The result of that no city in the North thought of or is attracting attention from the investor, speculator or home seeker, than this thriving city at Grays Harbor.

on, on Grays Harbor. Gateway to an Empire.

at casual glance at any map of the coast line of Washington will Grays Harbor is the natural the new state of Washington. Now that from Aberdeen to the Puget Sound it is but forty miles while the distance between the city by water is fully FOUR HUNDRED, or in other words, from a ship passes Grays Harbor and for Seattle or Tacoma, until again going south, she has OVER SEVEN HUNDRED in addition to this, her captain nearly one thousand dollars being towed BOTH ways from of Juan de Fuca to Seattle or back to the ocean. Whereas, completion of railroads already construction, that ship will come Grays Harbor, get her freight, which ought to her from the wheat stern Washington at the SAME WILL BE LAID DOWN ON SHORES OF PUGET SOUND, there can be no question but that as a coastwise port will be made in point with Seattle, Tacoma and on all through rate sheets.

Railroads.

at evidence of Aberdeen's importance as an ocean port and short-line to the sea, is that offered by the fact that the Northern Pacific are making this city in advance of the T. R. R. This latter road, in striving to the limit of its powers to its formidable rival in the head of navigation on Grays

two roads have between them thousand men at work between on Puget Sound; Centralia, at of the valley, and this city. The T. R. R. having bought the Puget Grays Harbor railroad, will be make rail connection with Portland and the east, via Centralia Montesano, as soon as October 20th. The first of January next they will through line from Tacoma via to Aberdeen completed. At the time they are at work with a large men in South Aberdeen clearing yards, warehouses, docks and depot. In conjunction with Aberdeen Company, they are a large number of buildings, business and residence purposes. So have a large force of men at the north side of the river building lines in to the city proper. The T. R. R., better known as the road, will probably reach Aberdeen the first of January next with main service. This road will be used by the Union Pacific for outlet upon the completion of road from Portland to Puget three roads are the most important

ones now seeking to reach the Grays Harbor country; although there are eight others that have lines projected from points east and north that have Aberdeen for an objective point.

Aberdeen, the Lumberman's Paradise.

Of the developed local resources tributary to Aberdeen, the greatest unquestionably is lumber. Grays Harbor receives the waters of six rivers, which are navigable by river craft and steamers for a long distance. On these river banks stands the noblest growth of fir, spruce, cedar and hemlock timber ever found in the civilized world. While it is impossible to even approximate the amount of timber in this belt, the most conservative estimate calls for one hundred and fifty billion feet of merchantable lumber. Owing to the many streams which penetrate this forest, every acre of it may be said to be located on good driving water. The manufacture and marketing of this vast amount of timber can alone create at Aberdeen a city larger than any in the state to-day. Situated as Aberdeen is, at the door of the ocean, the world's markets are her markets. At no distant day there will be erected here paper-pulp mills to supply the ever increasing demand of the California trade. Lumber will be sent to the treeless countries of South America in ships, which will bring back raw hides to be converted into leather at the tanneries that must be built here, where exhaustless quantities of hemlock bark can be had for a fraction of its cost to other tanning centers. There is probably no place in the United States that combines all the requisites for the successful operation of tanning, boot and shoe manufacturing, etc., as does Aberdeen and its vicinity. Its thousands of acres of hemlock are yet untouched. The bark, after careful and thorough experiments, produces a result astonishing to eastern tanners. It is asserted that one cord of this bark possesses more tannin than two cords from the eastern tree which in itself is a great desideratum. Then hides can be imported here from South America cheaper than eastern firms can obtain them, as the many lumber laden vessels which leave these wharves must have ballast in returning.

With an abundance of the raw material at the lowest possible price, with railroad and ocean communication, the problem of successful manufacturing is solved. With cheap leather at her very doors, it cannot be long before a large number of workmen will be employed here in leather manufactures. In the process of time packing houses will be located here; shoe factories and other industries will also be sure to come, as the sharp competition in the East is driving every industry nearer the raw material. With inexhaustible stores of the latter, a mild climate, and fertile soil, by the aid of capital and pushing, energetic, well trained business men, Aberdeen's pre-eminence in this direction ought certainly to be assured. Another great market for her lumber will soon be made available with the completion of the Nicaragua Canal connecting the two oceans. It is but a matter of a few years when this water way across the Isthmus will be established, bringing this harbor into close communication with England, Spain, France, and our own Atlantic states, and effecting a saving in traveling distance of nearly fourteen thousand miles. When that time comes there will be many thousand people here on the shores of Grays Harbor and the Chehalis river, engaged in the lumber industry alone, for with the competition of that enterprise it will be possible to ship lumber into the gulf and to West India points, and to the east coast of South America, at a saving of fifty per cent in time, distance and money over the present condition.

Aberdeen and Her Fisheries.

Another industry of principal importance here is the fishing interests of the region. Grays Harbor and all its tributary streams are stocked with millions of salmon and other fish. The catching and packing of these fish is one of the thriving industries of Aberdeen, which is constantly increasing in importance and in the amount of its output. Banks of halibut, cod and other deep sea fish are located just off the north of the Harbor, and as this is about the only port between the Columbia river and Puget Sound, it certainly must be the great deep sea fish market of the North Pacific Coast. The mart for these fish is from the coast to Minnesota. Preparations are already under way to develop this very important food supply.

Aberdeen, the Shipping Center for the Chehalis Valley and the Great Grays Harbor Basin.

The position of Aberdeen could not be excelled for combining water front business property and sites for good homes all in the space of three square miles. In front of the city flows the Chehalis, the largest river in Southwestern Washington, and one of the largest in the Northwest. At this point, the river is about 2,000 feet wide and carries a depth of from 25 to 75 feet of water at low tide for four miles. The Wishkah now comes down from the north with a depth of 30 feet at low tide and a width of 250 feet, and flows directly through the city and mingles its waters with those of the Chehalis, which, in turn, merges itself into Gray's Harbor, about one mile below the mouth of the Wishkah. This junction,

at the mouths of two rivers and a bay, gives Aberdeen a deep water frontage not equaled by any city on the Sound or in the state, and make it a natural location for the building of a city. The business portion of the town is situated on a level apron of land running back from the river for a distance of four or five blocks, where it begins to rise by a gentle slope to a height of fifty to seventy-five feet above the water line; there it maintains a level plateau for an indefinite distance back, where the fine residence portion of the city will undoubtedly be built. From it a splendid view may be obtained of the valley and the harbor; and the sanitary conditions are all that may be desired.

Aberdeen, Yesterday, to-day and To-morrow.

Notwithstanding the vastness of the undeveloped resources of this region, and in spite of the disadvantages of poor communication, both of which should tend to hamper so materially her growth and progress, Aberdeen's superior location was too obvious to be overlooked, and pioneer enterprise has established itself here. Five years ago the site on which the city is built was covered with timber. Eighteen months ago we had 800 people; to-day the city has a population of more than 2,000. It is the manufacturing, commercial and financial center of the great Grays Harbor basin. Here have been attracted a cluster of industries that have an aggregate pay-roll of \$30,000 per month. These consist of four saw mills, three canneries, boiler, machine-shops and foundry, sash and door plant, planing mill, ship-yard, brewery, cigar manufactory, metal works, etc. Aberdeen is at present the best lighted city of its size in the state. Brilliant arc lights flash out in the night from every corner. The offices and stores are lighted by a perfect system of incandescent lights.

Water Works.

The Aberdeen Water Company recently put in a water plant for fire protection, at a cost of \$15,000. Pipes were laid on all the principal streets with ten and eight inch mains. A battery of Dow pumps of large capacity furnish ample power to throw four two-inch streams over any block in the city. Early in October the city voted a bonded indebtedness of \$65,000, the money to be spent in putting in a first-class plant for both fire protection and domestic use. An additional \$15,000 was also voted for the purchase of the present plant. When the work is completed, Aberdeen's water supply will be excelled by none in the state, as particularly favorable terms were offered by the owner of an excellent supply within the city limits.

There are four churches and good public schools.

At the present time the city is growing very rapidly and people are coming in faster than houses can be built for them. New industries are being located, new buildings going up, new banks and business houses are being opened and there can be no doubt of Aberdeen continuing her present rapid advancement until she becomes one of the largest cities on the Northwest coast.

Climate.

Hot nights are unknown, while during the day the temperature rarely ranges above ninety degrees, this mitigation being the effect of the cool, fresh breeze of the sea, that fans the western shore of the state.

The chief feature of the winter is rain, but there is always an intermission of pleasant weather, lasting for a month sometimes. These wet seasons are not drenching downpours of heavy rain, but are, as a rule, gentle showers, working much good to the soil and fitting it for the reception of seed.

In the coldest weather the mercury rarely touches zero, while snow rarely remains on the ground, and then only in the unexposed quarters, for more than a few weeks at a time; indeed, a heavy fall of snow is rather the exception than the rule. In the summer months the land is fanned by gentle breezes, wafted from the ocean, while heavy gales and violent storms are unknown. The temperate and genial climate, especially in its freedom from the sudden variations which prevail elsewhere, has much to do with the general healthfulness of the Pacific Northwest.

Southwestern Washington is favored with a climate of remarkable equability. The average temperature for spring is 52 degrees, for summer 67 degrees, for autumn 53 degrees, and for winter 38 degrees.

Where Cities Are Built.

Every man who comes on to Grays Harbor is positive that there will be a great city built here, but all are not sure as to where it will be located. To any man who may be doubtful on that point we would say, take your map and see where all great seaport towns are located. Boston, on Massachusetts Bay, is built just where the Charles River empties its waters into the bay. Providence is at the extreme head of Narragansett Bay. New York City is built just where Manhattan Island splits the mouth of the Hudson River. See where Philadelphia is on the Delaware. Baltimore on the Patapsco. Savannah on the river of the same name. Jacksonville, Florida, Mobile on the Mobile Bay. New Orleans on the Mississippi. Buffalo at the east end of Lake

Erie, Toledo on the west. Detroit on the Detroit River, Chicago on Lake Michigan. Duluth on Lake Superior, and the location of every large seaport city of Europe all prove the great city of Southwestern Washington will be Aberdeen, at the head of navigation on Grays Harbor.

ACCOMPLISHED FACTS.

Although the still undeveloped resources of this country are so vast, we are not among those who point only to the future, in spite of the disadvantages of poor communication which have hampered Aberdeen's growth, the location was too fine to be overlooked and pioneer enterprise has established itself here. Five years ago the site on which Aberdeen is built was covered with a virgin forest; to-day it is the only city in southwestern Washington. In the race for supremacy it has so far eclipsed all rivals that it is to-day the manufacturing, marketing and money center of the great Grays Harbor Basin. A resume of what has been done in Aberdeen shows:

A flouring mill going up with a capacity of 150 barrels a day.

Four saw mills running, with a daily capacity of 250,000 feet.

A foundry and machine shop kept constantly busy.

A shingle mill being constructed with an annual capacity of 25,000,000 shingles.

Two sash and door factories at work employing 35 men.

A ship yard, at which a three-masted schooner, with a capacity of 550,000 feet of lumber, is being built.

Three salmon canneries whose annual output is 35,000 cases.

The best electrically lighted city in Washington, a system of fire protection and water works. The electric light company have a capital of \$25,000, and two dynamos, one for arc and one for incandescent lights.

A pay roll of \$35,000 a month.

Two first-class banks.

Aberdeen is the only place on the Harbor where wharves can be built along the shore line.

Aberdeen has five times as much wharfage front built as all other places on the Harbor combined.

THE WAY TO ABERDEEN.

A reference to the map of Western Washington will show where Aberdeen is located. There are four routes to reach Aberdeen from the East; go to Tacoma or Olympia and take the steamer Montnomah from either place for Kamilchie, where the steamer connects with the Puget Sound & Grays Harbor railroad at Montesano; close connections are here made with the steamer that arrives at Aberdeen at 5 p. m., or take the Astoria steamer at Portland for Astoria, then cross to Ilwaco, take cars to Shoalwater Bay, then steamer to North Cove, then stage along ocean beach to Peterson's Point, where the steamer will then bring you to Aberdeen; or you can take the steamer Alliance at Portland and have an ocean trip around and she will land you at our dock; or you can take a steamer once a month or a sailing vessel almost daily at San Francisco, and be landed at Aberdeen.

The Atlantic Express

Or train number four of the Northern Pacific railway, now carries a magnificent Pullman vestibule sleeping car from Portland to Chicago, via Tacoma, Spokane Falls, Helena, Livingston, (Yellowstone Park), St. Paul, and the Chicago, Milwaukee & St. Paul railway. This is absolutely the quickest and best route in every particular between the points named. In purchasing tickets do not fail to bear this in mind. J. W. Casey, Traveling Passenger Agent, No. 33 Stark St. Portland, Or.

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