

ABERDEEN,

ON GRAYS HARBOR.

A CITY OF TO-DAY.

The "Duluth" of the North Pacific Coast.

The Railroad Situation.

Aberdeen, Nature's Metropolis of Southwestern Washington.

It is one of the wonders of western development and civilization that Seattle, Tacoma and Spokane Falls, have become household words from the Rocky Mountains to the Atlantic coast, and Aberdeen, a city that has local resources equal to either of them, and one whose location as a seaport furnishes advantages far superior to the Sound cities, should, up to eighteen months ago, be comparatively unknown. Such was the case until new blood, new money and new men, recognizing the fact that with the filling up and development of the new state, there must be a great coast wise city on the shores of Grays Harbor, and that Aberdeen's magnificent location at the junction of two rivers and at the head of navigation would easily place her far in advance of any point or city in Southwestern Washington, located themselves there and worked industriously and intelligently to make known to the general public, the tremendous resources of the Grays Harbor country. The result of their work is that no city in the Northwest is better thought of or is attracting more careful attention from the investor, business man, speculator or home seeker and mechanic, than this thriving city at the head of Grays Harbor.

Aberdeen on Grays Harbor. The Gateway to an Empire.

The most casual glance at any map showing the coast line of Washington will show that Grays Harbor is the natural gateway to the new state of Washington. It will show that from Aberdeen to the head of Puget Sound it is but forty miles by rail, while the distance between the two points by water is fully FOUR HUNDRED MILES, or in other words, from the time a ship passes Grays Harbor north bound for Seattle or Tacoma, until she passes again going south, she has traveled OVER SEVEN HUNDRED MILES. In addition to this, her captain has paid out nearly one thousand dollars tow bill for being towed BOTH ways from the Straits of Juan de Fuca to Seattle or Tacoma and back to the ocean. Whereas, with the completion of railroads already under construction, that ship will come into Grays Harbor, get her freight, which can be brought to her from the wheat belt of Eastern Washington at the SAME RATE IT WILL BE LAID DOWN ON THE SHORES OF PUGET SOUND, because there can be no question but that Aberdeen as a coastwise port will be made a common point with Seattle, Tacoma and Portland on all through rate sheets.

Railroads.

The best evidence of Aberdeen's importance as an ocean port and short-line cut-off to the sea, is that offered by the efforts that the Northern Pacific are making to reach this city in advance of the O. & W. T. R. R. This latter road, in turn, is striving to the limit of its powers to outstrip its formidable rival in the race to the head of navigation on Grays Harbor.

These two roads have between them some four thousand men at work between Tacoma, on Puget Sound; Centralia, at the head of the valley, and this city. The N. P. R. R. having bought the Puget Sound & Grays Harbor railroad, will be able to make rail connection with Portland, Tacoma and the east, via Centralia and Montesano, as soon as Jan. 1. At the present time they are at work with a large force of men in South Aberdeen clearing for freight yards, warehouses, docks and passenger depot. In conjunction with the South Aberdeen Company, they are erecting a large number of buildings, both for business and residence purposes. They also have a large force of men at work on the north side of the river building their lines in to the city proper. The O. & W. T. R. R., better known as the Hunt Road, will probably reach Aberdeen about next spring with their train service. This road will no doubt be used by the Union Pacific for its ocean outlet upon the completion of the latter road from Portland to Puget Sound.

These 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.

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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 Niagara 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 \$55,000, the money to be spent in putting in a first-class plant for both fire protection and domestic use. An additional \$5,000 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.

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 rain 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 Patuxco. 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.

Hereafter Fred Redinger's shaving parlors will be open to the public until a late hour every night, and every day in the week.

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