



Devoted to the interests of Whatcom and San Juan Counties and the whole Northwest.

Vol. I.

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No. 11.

## THE Northwest Enterprise,

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-AT-

ANACORTES, WASHINGTON TER.,

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We shall be obliged to any person who will furnish us with any information of local interest.

No notice can be taken of anonymous communications. Whatever is intended for publication must be authenticated by the name and address of the writer; not necessarily for publication, but as a guaranty of good faith.

We do not hold ourselves responsible for any views or opinions expressed in the communications of our correspondents.

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## ENTERPRISE DIRECTORY.

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Delegate to Congress, Thomas H. Brents.  
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 Treasurer, Israel Katz, San Juan.  
 Sheriff, John Kelly.  
 Probate Judge, J. L. Sheerer, Friday Harbor.  
 Surveyor, E. C. Gillette.  
 Commissioners: Wm. Graham, of Lopez; Thos. Fleming, of San Juan; M. Nichols, of Orcas.

### Steamboats.

CHEHALES—Capt. Brownfield, arrives from Seattle, Tuesday mornings carrying U. S. Mail. Returning from Whatcom on Tuesday morning and Friday afternoon, of each week.

WELCOOME—Capt. Brannan, arrives from Seattle, Monday nights and Friday morning. Returning from Whatcom on Tuesday morning and Friday afternoon, of each week.

DISPATCH—Capt. Williams arrives from Pt. Townsend Saturday morning carrying U. S. Mail. Returns from Semiahmoo Sunday morning.

### Tide Table.

From tables of United States Coast Survey for Ship Harbor complete.

HIGH WATER.				LOW WATER.			
Date.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.
4	4 28	7 8	49 9	1 01	6 0	10 1	
5	5 45	7 38	8	1 41	6 1	10 0	
6	7 17	6 53	8	2 36	6 1	9 54	
7	8 51	6 10	32 8	3 29	6 2	9 51	
8	10 23	6 11	37 8	4 29	6 4	9 58	
9	11 56	6 11	46 8	5 32	6 5	9 50	
10				6 34	6 5	9 54	

To get the tide at Whatcom figure thirty minutes 1st; at Semiahmoo, sixty minutes later, and at Lacombe, ninety two hours later. Corrected weekly.

### THE SHIPBUILDING OPENING.

Recently we had occasion to count up the number of practical ship carpenters and ship joiners who are owners of farms or places near us in Whatcom and San Juan counties. We find within half a days sail by skiff through the islands, of our own knowledge, nine experienced shipbuilders, whose combined labor, we are informed, would in less than a year complete the hull of a thousand ton steamer, or sailing vessel, including the spars.

In this connection, is it not worth while for us to note that there is a "boom" just now in wooden shipbuilding on the Pacific coast? When there is profit in owning ships, shipping merchants can afford to pay higher prices for building them; and a greater tonnage is commonly built at very liberal figures than otherwise. In 1850, when charters were in such great demand from all the Atlantic ports for California, the price per ton paid for building wooden ships was as high as \$50, and the yards were crowded. That was the time when Donald McKay's little yard at East Boston began to flourish, and when it grew rapidly into the greatest shipyard in the world; when Webb at New York, and other shipbuilders, along with the shipping merchants at the port, laid the foundation of their great wealth. McKay frequently has four 2000 ton ships on the stocks at once. The "Sovereign of the Seas," of 2490 tons burthen, was built in eight weeks' time, at \$50 a ton for hull and spars. The United States then had not only the largest but the best shipyard in the world. The mercantile marine of this country rivaled that of England, and excelled that of every other nation in the world.

Then the civil war broke out, the privateers were let loose, and what was not destroyed of American shipping was mostly transferred to the English flag. Dull times following, attention to interior developments, mines and railroads, and the advent of the iron ship, from the Clyde, together kept Uncle Sam pretty much ashore, down to 1881. Although the Delaware produced many iron ships our capacity for reproducing a mercantile navy of wooden material by a body of trained mechanics as of old, has been held in abeyance by the supposed final superiority of iron. We now learn something more by experience; that twice as many iron ships are lost than wooden ones; and that the underwriters will not insure the iron ships on equally favorable terms with wooden. They cost more and the risk of ownership is greater.

It is a proposition—capable of demonstration from the data in hand—that our tonnage for the seas must in the approaching years show an increase like that we have seen in our railway mileage by land in the several years past; and the material will be wood, as extensively as iron.

All the ports from Puget Sound to San Francisco are crowded with work and have been turning out work with constantly increasing rapidity. Such is the demand that shipbuilders have recently been compelled, through over-abundance of work to decline contracts; instances, the Dickie Bros., at San Francisco, and the Hall Bros., at Port Blakely.

The vessels built at San Francisco during 1881, says the Alta, number 35, having an aggregate tonnage of 5985, viz: Steamer Mexico, 1707 tons; barkentine W. H. Dimond, 391 tons; barkentine W. G. Irwin, 348 tons; schooner Anna, 239 tons; steamer Bonita, 430 tons; brig Tabita, 290 tons; schooner Wm. Arkman, 144 tons; schooner Wing and Wing, 142 tons; schooner Howard, 125 tons; steamer State of Sonora, 600 tons; and steamer Crescent City, 350 tons.

Among the vessels built at Eureka and on Puget Sound are barkentine Klickitat, 393 tons; Kitsap, about the same size; Retriever, do; Uncle John, 335 tons; Mary Winkleton, 532 tons; Wrestler, 471 tons; schooner Annie Larson, 377 tons; Bertha Dolbeer, 243; Dakota, 335; Geo. C. Perkins, 396; Halcyn, 204; J. G. North, 337; James A. Garfield, 338; Jo Russ, 192; Lot-

tie Carson, 287; M. C. Russ, 102; Maggie C. Russ, 192; Maria E. Smith, 365; Vega, 245; Chas. Hanson, 192; barkentine, Mrs. Makah, 673 tons. Besides these there are a number of steamers intended for local use, such as the Hope, Biz, etc.

Dickie Bros. at San Francisco have in hand a steam whaler of 700 tons, a bark of nearly the same size, and, in addition, two more steam whaling vessels of about 800 tons are contracted for, the first to be finished by October 1st. Adjoining Dickies' is a steam schooner for the lumber trade, nearly completed. At Humboldt bay there are seven vessels of various sizes on the stocks. At Umpqua a large three masted schooner is well advanced, and at Shealwater bay a fine three-masted schooner of a carrying capacity of 350,000 feet of lumber is building, and at Marshfield a fine barkentine is on the stocks and will soon be finished. At Seabeck, W. J. Adams has nearly completed a fine schooner, and intends starting a barkentine of 500 tons immediately. At Port Blakely, the Hall Bros. have just completed and launched a fine barkentine, and have the keel and frames out for a bark of about 800 tons.

Our mercantile navy, to be composed largely of steamships connecting with the transcontinental roads, will again compare favorably with others of the leading nations of the world. It costs here to build a wooden vessel of 100 tons about \$50 per ton; of 200 tons \$42 to \$43; of 600 tons about \$30 per ton; of a 1000 ton vessel for \$25 to \$28. It costs to fit up a shipyard with all the necessary tools and appliances not commonly owned by journeymen about \$100. It need not even be located near a sawmill, for a couple of schooner loads will comprise the stuff. For knees some men need only to be started into the woods to dig them from the roots of the fir.

And this is the way they used to build their ships down in Maine: A ship captain familiar with some profitable line of trade and having, perhaps, a little money, would put in an appearance, and give possession of his facts to a convenient merchant. The merchant would talk the matter over with his acquaintances, the individual mechanic. Having found the two essentials, the proper captain and the trade, the merchant then offered to furnish the supplies and the necessary materials, while the mechanics did the work; both in consideration of the proper number of shares, which were distributed and owed co-operately. A few commonly preferred to work for hire, and were paid. In this way the shipbuilders of Maine in the course of time became the ship owners and merchants of the Atlantic coast, of Boston and of New York. Such are among the opportunities to which we can direct the attention of our neighbors, the ship carpenters, who have turned farmers in Whatcom and San Juan counties.

### EIGHTY YEARS AGO.

"Eighty years ago," said old father Stewart, of Semiahmoo, diverting into coon hunting stories suggested by our large fireplace, at the high backed chair in the ENTERPRISE office, "the principal occupation of all energetic men in the eastern part of Pennsylvania, near Harrisburg, was coon hunting." His "pappy" and uncle were like the rest fond of the sport, while making a living out of it. The narrator, then a boy of 8 years of age, on one occasion went along. Suddenly the uncle disappeared in the darkness. "Drop that ax," was heard from unknown depths. "What for?" "Drop it and come along." Pappy obeyed as did the narrator, only to stumble into a deep hole or cave which had trapped the uncle, and to be laughed at, while thus cheated of having a good laugh at the expense of the uncle.

Rev. Wm. M. Stewart was born on the Monongahela, in 1794; was a neighbor of George Washington at one time; fought the British in America in 1814 and the Indians in the Black Hawk war; and

worked and traveled with Peter Cartwright as a preacher, "People," says Mr. Stewart, "are not now as they were 50 to 80 years ago in several respects; for instance, nobody now wants to burn a woman for being a witch. The government does not now imprison drunkards and fools for debt, and turning the women and children adrift. People are not so sectarian as they were; but they are 'scientifically meaner.'" In his youth people got drunk every time they met. The Methodists all dressed alike. At elections the first thing attended to was the bottle, then fighting and voting incidentally. People wore low crowned, wool and fur hats with a narrow brim. Some men went barefooted always, and all went barefooted at plowing. Religious people in general got intoxicated, and many were most pious when they got drunk; it was considered quite the thing. Indians were more numerous in Stewart's recollection in Ohio, Kentucky, and Indiana than now on Puget Sound, but he never saw as many half-breeds as we have here. This country is harder to settle, because we are farther away from all old settlements. In the east people swarmed once in a while like bees. They would come here now if there was a road that they could travel. Mr. Stewart thinks the towns on Puget Sound will be as big as the people will need. He does not like rich men quite as well as poor men because he finds a poor man is commonly kind according to his ability. Women have made wonderful changes in dress and otherwise. In his earliest recollection they dressed in petticoats and short gowns, and narrow felt hats. Women now know just as much about cooking as they formerly did, but they cannot spin nor weave. He was quite an old man when he first saw a woman take up a pen and write with it freely. Father Stewart tells many a good story, and he shows by the merry twinkle of his eye when the point is arrived at, how much he enjoys it.

### QUESTIONS.

#### EDITOR ENTERPRISE:

With your permission we desire to suppose two or three cases and ask a question which we propose to leave with your readers to answer as it may strike them:

Suppose the Northern Pacific railroad instead of building this road right across from Pen d'Oreille lake to the Straits of Fuca should conclude to adopt the line already built down to Wallula or some other point, and then angle up in a northerly direction to Puget Sound, forming a great letter V across the territory, and then rest from their labor and say it is finished; we have got all we want and as we want it.

Then suppose the Chicago and Northwestern, which is evidently heading for the Sound, should build by way of Bozeman, and through the newly-discovered pass of the Bitter Root river, down the Clearwater to Lewiston. Thence keeping the same general direction and crossing the Columbia somewhere in the Crab creek country, and so on up the Columbia to Wenatchee valley. From there crossing over into the Skagit valley, and end on or near the Straits of Fuca.

Or suppose that on account of the new route of the Canadian Pacific coming so near the boundary line between the Cascades and Rockies, a company should be formed by the Canadian Pacific Syndicate that would commence at the Straits and build a road up the Skagit valley, and so on over to the Okinakan river valley, thence to the boundary line connecting with the Canadian Pacific somewhere in that vicinity.

In the event of the first supposition or either of the last two happening, where would the Northern Pacific be as a short through route to the Atlantic ocean?

OBSERVER.

A special election will be held at Olympia on Monday next to vote upon the question of levying a tax of 2½ mills for fire purposes.

### MORE ABOUT THE SAMISH.

#### EDITOR ENTERPRISE:

The three who made the trip up the Samish, lately described in your columns, although visionaries, demonstrated some very important facts, which I consider of interest to the people of the lower Sound. Among others, that a valley exists above Capt. Warner's, heretofore almost unknown, at least 30 miles in length, if we include the Whatcom Lake branch. The valley is wide enough to admit of two farms abreast, which would make 120 farms of 160 acres each. This no doubt would be doubled by the bench claims and smaller claims in the valley, making 240 claims in all. Allowing a family for each claim and five in each family, we have a population of 1,200. But what makes this valley of the most importance at the present time is its lumber supply, which can hardly be overestimated, especially now that the late explorations appear to warrant the belief that the lumber capacity of Alaska have been greatly exaggerated, and that it cannot be depended upon for any great amount for commercial purposes. If this be so, it increases the importance of Puget Sound many fold, and particularly the Samish country, as this section is probably the best timbered of any. Much good timber is passed through in reaching the south branch, but nothing like that growing on the benches of the mountains bordering both sides of the valley. I thought I had seen good timber before, but had never imagined anything equalling this. Cedars 100 feet or more, without a knot or limb; firs from 150 to 200 feet, as clear as a quill, and standing so thickly that the light of the sun seldom reaches the ground in places, covering all the benches, bench after bench, mile after mile, even to the very summit of the mountain, and continuing on around the head of the valley. That this timber can be brought safely and cheaply down to the valley there is no doubt, and that a way will be provided to bring it down to tide water is equally certain. This vast amount of timber, together with the other resources of the country, insures this.

The expedition having been undertaken mainly to prospect for croppings of coal, we were somewhat disappointed in our search, and also surprised, to find the formation so different from what it is at the Skagit coal mines (the writer had some experience in the early discovery of the Skagit coal), and not at all like the formation described in geology as coal bearing. The first bench seems to be resting on soft sandstone—soapstone some call it. All the benches above this are composed of a soft slate, highly impregnated with plumbago; so much so in places as to make it glisten like coal, and be easily mistaken for it at a distance. This formation, revealed in all the canyons of the creeks, continues on up at least half way to the summit.

We brought specimens with us, which parties having experience in prospecting for coal in the Puget Sound basin, and they tell us that plumbago is a good sign, and that such a formation as often overlays coal as sandstone. It is possible the plumbago itself would pay, as it can be shoveled out like mortar in places. Altogether we consider this a remarkable country, and added to the already explored Skagit country, including the combined deltas of the Samish and Skagit, makes quite a little empire of itself, richer perhaps in all the combined resources of material wealth than any other like area of territory in the known world. And right here the question presents itself, when all this wealth is developed, where will meet the ships of the ocean? It seems to us that our champion townsite locators and capitalists should bestir themselves, for if we mistake not, the signs of the times seem to indicate that such a place will be needed as soon as it can be made ready.

Yours, etc.,

PROSPECTOR.