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OLYMPIA, WASHINGTON

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Olympia, the capital of the State of Washington, is seated at the head of Navigation, on Puget Sound.

She has a population, including the Tumwater suburb, of between eight and nine thousand, being the fourth in population in the State, and having grown to this number from less than three thousand, four years ago, or at the rate of three hundred per cent in four years.

Prof. Brintnall, superintendent of public schools, in his report for the year ending June 1, 1891, gives the number of children of school age during the last four years, as follows, showing conclusively the rapid growth of the population: —

Years.	1888.	1889.	1890.	1891.
Children of school age	623.	778.	1,153.	1,406.

This is exclusive of Tumwater, which has a population of about eight hundred.

During the last two years the number of buildings has more than doubled, and the new erections are of a much better class than the old, including two fine brick school-houses, a large handsome courthouse of Tenino freestone, and a number of fine business blocks of brick and stone.

A complete system of water-works has been constructed, supplying nearly every part of the city. Many miles of streets have been graded and sidewalks laid. A new bridge has been built across the west arm of Budd's Inlet. A complete system of electric lighting, both for streets, and stores and dwellings, has been constructed. On every hand the evidences of rapid and substantial growth are astonishing.



RAILROAD AND COMMERCIAL CENTRE.

At the southern extremity of the Sound, and therefore at the point where railroads must fork to go to the east and west sides, Olympia has already become a railroad centre, having the following lines in operation : —

NORTHERN PACIFIC R. R. LINES.

1. South to Portland, Oregon.
2. Northeast to Tacoma, Seattle, and entire east side of the Sound.
3. Southwest to the lower Chehalis Valley and Grays Harbor.
4. South, the Olympia and Chehalis Valley R. R. to Tenino, connecting there with the Northern Pacific R. R., and reaching the Tenino freestone quarries.

LINES PROJECTED AND PARTLY CONSTRUCTED.

5. Portland and Puget Sound R. R., the joint extension of the Great Northern and Union Pacific R. R.'s, between Portland and Seattle, already graded, passes through Olympia, and gives her the advantage of competitive rates both northward and southward.
6. The Port Townsend Southern R. R., from Olympia, northwestward, through Mason County, and via Hood's Canal, and west side of the Sound to Port Townsend. Twenty miles of this road southward from Port Townsend, and three miles northward from Olympia have been already constructed, and are in operation.
7. Two regular lines of steamers make daily trips to Tacoma and Seattle and return.
8. A regular steamboat line makes daily trips to Shelton, Kamilchie, and other points on the western inlets of the Sound, and in Mason County.

The geographical position of Olympia as the head of navigation of the great Mediterranean of the Pacific, and the centre whence diverge so many railroads, make her a strategic point for gather-

ing and controlling the trade and business of an extensive and rich scope of country. The nearest rival cities are Portland on the south, one hundred and five miles distant, and Tacoma on the northeast, forty miles distant, and on the west no competitor whatever.

FARMS AND ORCHARDS.

The good farming, fruit, and garden land tributary to Olympia is very extensive, and productive of hops, hay, vegetables, apples, pears, plums, prunes, cherries, and all small fruits of remarkably fine quality in wonderful profusion.

Owing to the expense and labor of clearing the forests, only a small part of this land has yet been brought under cultivation; but more and more is being reduced every year, and from the way the country is being cleared, before many years thousands of farms will market vast quantities of these crops in the stores and warehouses of Olympia.

TIMBER.

An immense amount of valuable timber along the new lines of railroad, around Black Lake and in the Black Hills, must be rolled into salt water at or near Olympia, and the supplying of the loggers and lumbermen, and the manufacture of the lumber will contribute largely to her business.

TENINO QUARRIES.

Olympia is the nearest seaport to the valuable and extensive sandstone quarries at Tenino, sixteen miles distant. The quarries are already extensively worked, and furnish most of the building-stone used in Tacoma and Seattle, and business blocks have been constructed of it in Portland and Spokane Falls. The stone is of superior quality, very fine and close grained, entirely free from seams or flaws, soft and easily worked in the quarry, but hardens rapidly on exposure. It is also fire proof. It is of two colors, a warm yellowish gray in the upper, and a delicate blue in the lower

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THE OLYMPIA

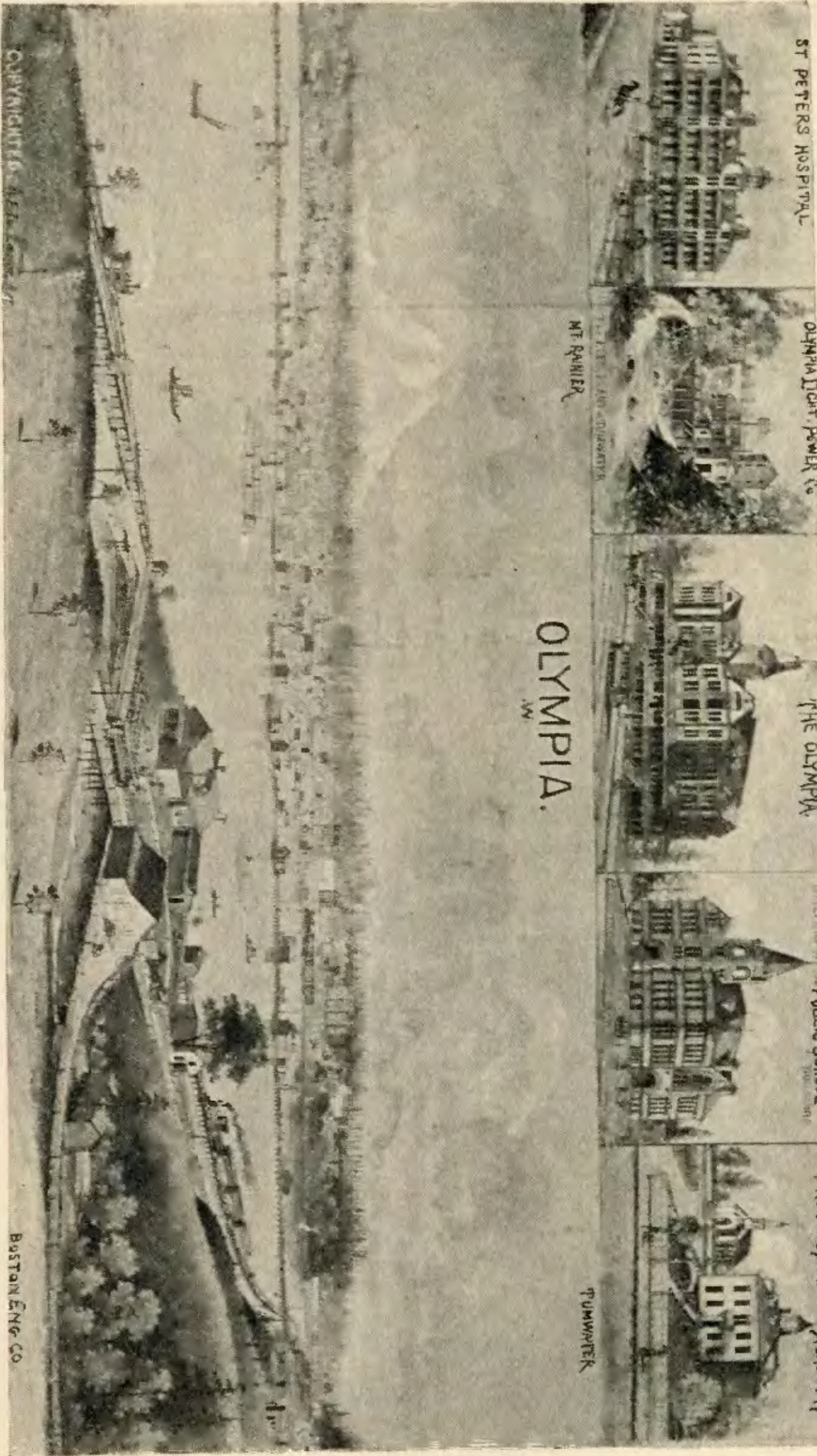


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parts of the quarry. The time is not far distant when this fine building-stone will be extensively exported to San Francisco and other places through Olympia.

COAL FIELDS.

Olympia is also the nearest point to the extensive Skookum Chuck coal fields, one vein of which out-crops at Tenino. The average distance of these coal measures from the city is from twenty to twenty-five miles.

The Olympia & Chehalis Valley Railroad, by extending its line from five to ten miles south from Tenino would tap these coals, and an immense quantity of fine timber as well. This railroad has already built coal bunkers at Olympia, and doubtless will extend its line to this new business in due time.

At Bucoda, twenty miles south, the coal has been successfully mined for years, chiefly for the Portland market.

BLACK HILLS AND IRON ORES.

It is well known that the Black Hills, only five miles distant, contain iron ores in abundance, as well as limestone, and bog iron ores have been found in the immediate vicinity of Olympia, but no effort has yet been made to develop these resources, or even to thoroughly prospect them, and ascertain their extent and value. Enough is known, however, to warrant the conviction that they are great in both, and that when worked and developed as they must be at no distant day, they will add greatly to the prosperity and growth of the city.

MANUFACTURING.

The advantages of Olympia as the seat of manufactures are very great, and will certainly attract and build up extensive industries. At the head of navigation of a great inland sea, with railroads radiating to every point of the compass, her communications and facilities for trade both by land and by water are unrivalled.

Her factories can draw their supplies of materials, especially crude materials such as ore, stone, clay, brick, lumber, coal, etc., at the lowest rates, owing to the competition inevitable between so many roads, and between them and vessels, and will have the same advantage in the distribution of their products.

The proposed harbor improvement of Budd's Inlet between Olympia and Tumwater will afford three and a half miles of frontage, counting both sides, on a deep water way, with lines of railroads along it, and ample room for buildings and works, so that every mill or factory can receive and deliver its goods at its own gates by water or by rail at will.

Moreover the Deschutes Falls at Tumwater are of great value in starting manufactures, and those already underway will attract others as soon as the country is ripe for this branch of industry. Even now a lumber mill to replace one recently destroyed by fire, a paper and pulp mill, a fruit-packing establishment, a starch factory, a furniture factory, a tub, pail, and barrel factory, a woollen mill, drain and tile works, and brick making works would pay well. The citizens of Olympia, with the liberal public spirit which has always characterized them, stand ready to aid by subsidies, or by giving locations, any one who will establish such industries.

DESCHUTES WATER POWER.

The Deschutes River flows through Tumwater and empties into Budd's Inlet at its southern extremity, two miles above Olympia. It rises in lakes at the foot-hills of the Cascade Mountains, has a length of thirty miles, and a volume exceeding eight thousand cubic feet per minute at the lowest summer stage, which can be largely increased by suitable dams, etc., on its upper waters. For a quarter of a mile above tide-water the river rushes down a narrow rocky cañon flowing over ledges of hard basaltic rock, and makes a total descent of eighty-two feet to the Sound. This descent is broken into three falls of twenty-six, twenty-six, and thirty feet respectively. Owing to its narrow and rock-bound bed the stream is easily dammed and controlled.



ROTTOLINI CO

UPPER FALLS.

A saw-mill on the Upper Falls was recently destroyed by fire. The Middle Falls supplies the power for the electric lighting system of Olympia and Tumwater, and also for a fine flouring mill of the latest improved construction.

A tannery, shingle mill, sash and door factory, and other works are operated by the Lower Falls; but only a fraction of the water power that can be, and ultimately will be, developed upon these Falls is utilized. Besides these the following manufactories are situated in Olympia: 2 lumber mills; 1 shingle mill; water pipe manufactory (turning out great quantities of wooden and banded pipe); 2 brick-yards; furniture factory; planing and moulding mill; sash and door factory; foundry; and a number of smaller industries.

HARBOR IMPROVEMENT.

Budd's Inlet affords one of the best harbors on the Sound, perfectly land-locked, with ample depth of water, but not too deep, which extends to within a mile of the city. From this distance to the town, the water rapidly shoals at low tide, but at high tide there is depth enough for the Sound steamers and vessels. A long wharf has been constructed to accommodate them at low water, and at mean or high water they land at wharves in the city. The State Board of Harbor Commissioners will recommend an appropriation for the improvement of Olympia Harbor, one of two only they propose to recommend, Bellingham Bay, being the other. The Engineer Bureau of the army, also recommends an improvement by dredging a broad channel, etc. The senators and representatives of the new State are deeply in earnest in urging an appropriation for this improvement, and it will in all probability be made in the next Harbor and River Bill. The State also devotes three quarters of the money derived from sale of tide flats to the improvement of the harbor.

STATE CAPITAL.

By an overwhelming vote of the people under the provisions of the Constitution, Olympia was made the permanent capital of the

State, and cannot be divested of it except by an amendment of the Constitution itself.

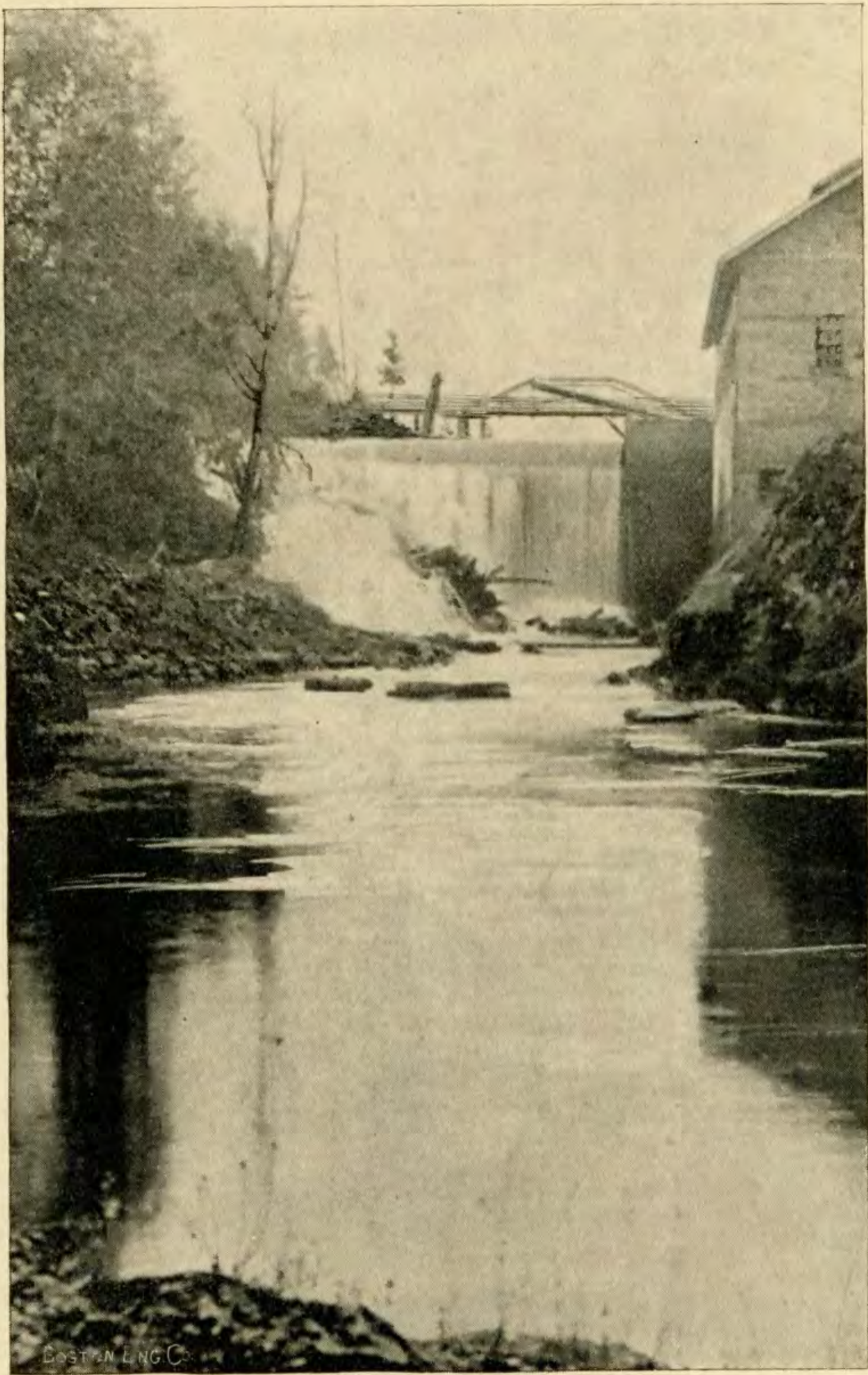
Congress has endowed the new State with one hundred and thirty-two thousand acres of land for the erection of suitable capital buildings, and this princely grant, worth to-day one and a half million dollars, and rapidly increasing in value, insures the erection of a capitol worthy a State of such boundless resources and magnificent future.

The capital of such a State as Washington would alone suffice to build up no mean city. The permanent residence of the Governor and State officers — the seat of the United States land and Surveyor-General's offices, the place of meeting of the Legislature, the Supreme Court, and many State Boards — must attract a considerable population. Olympia, too, is a city of homes, of schools, of gardens, and fruit trees and shade trees, a city which draws visitors, and attracts families of means and refinement, families with children to school and bring up, as a place of residence.

There is no reason to doubt that Olympia in the next ten years will become a city of 50,000 population. She may not become a great sea-port and commercial centre like Seattle or Tacoma, but she will be second to them alone.

Perhaps no more satisfactory evidence can be found than the opinions of men of known ability and wide experience, and certainly none are keener nor more observant than the managers of the great railroad systems. The fact that so many lines have made Olympia their objective shows clearly the confidence these able men have in her future growth.

Another opinion, prophetic and remarkable because made at a time when the town was extremely dull and depressed, being completely side-tracked by the Northern Pacific Railroad, was uttered by Gen. Sherman in a brief speech to the citizens, when he visited Olympia some years ago. Gen. Sherman then told his somewhat surprised auditors that Olympia was a natural strategic and commercial point, and that one of the greatest cities on the Sound would one day grow up there.



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MIDDLE FALLS.