

the popular coals of the Pacific coast, and this country, as will be seen, leads all others.

The coal shipped from Pierce and Thurston county mines in 1889, by cargoes, was as follows: South Prairie mine, 19 cargoes, 30,789 tons; Bucoda, 4 cargoes, 5,683 tons; Durham, 1 cargo, 2,000 tons; Carbon Hill, 50 Cargoes, 142,459 tons. This was a total of 78 cargoes, or 180,941 tons. The Roslyn, newly developed mines in Kittitas county, produced 238,431 tons in 1889.

On the head of the Cowlitz river there are several large veins of coal but partially developed. Some of it's brown coal, while other is a flinty bituminous resembling anthracite. The oldest coal mine in the state runs under the city of Fairhaven. It has produced over 250,000 tons of semi-bituminous coal. Several hundred feet of work has been done on the old Fairhaven mine, and a tunnel is being pushed to strike the vein at a depth of 300 feet.

Shipments from the Gilman mine alone, operated by the Seattle Coal & Iron Company, were about 29,000 tons from January 1 to June 1. This mine is now producing over 350 tons per day, and as the shaft is extended the quality of coal improves. The total output of coal from Seattle from January 1 to June 1, 1980, was 201,180 tons. When it is borne in mind that with the exception of two very small mines in California, producing coal of an inferior quality and in quantity not sufficient to be taken into consideration, and an annual output of 40,000 tons of an inferior quality from Oregon mines, there is no other state than Washington on the Pacific coast possessing coal, the value and future of this branch of industry can be understood.

Other mines are now coming to the front as producers. They are being developed all the time.

A new coal mine called the Florence has lately been opened about two miles from Centralia. the vein is said to be lignite and several feet thick. It is developed for 200 feet. Twenty men are now working on it, and cars are carrying it to Centralia. The coal is said to be of excellent quality. R.H. Simpson, editor of the Centralia NEWS, in answer to a communication from THE SEATTLE TELEGRAPH, wrote under date of December 9; "No coal has yet been shipped from Florence mine. Col. Ellsbery has just succeeded in getting a locomotive and first trip was made today. Up to the present time the coal has been used for local consumption, but within a few days the company expect to begin shipping from 50 to 150 tons per day."

The coal situation on this coast is an interesting one. San Francisco draws on Puget Sound very heavily for her supplies. Coal is being sent there steadily in the vessels which are in the trade. The great coal strike in Australia was declared off on November 17. The mines had been tied up for several weeks. All the vessels loaded for California before the inauguration of the strike had reached their destination except two.

On the very day work was resumed at the Newcastle mines two vessels, nearly loaded for San Francisco before the men went out, had their cargoes completed and immediately put to sea. On the following day another in the same fix was sent off, and on the 26th the big ship Scottish Lochs completed her cargo and sailed. This made four ships then on the way to that port from Australia with coal at that time.

They have 10,000 tons of coal, but they will not get there much before February, and may be 30 days longer. Sixty days is

considered an average trip from Australia to San Francisco. There are many other ships entered out for California at Newcastle and Sydney. These vessels will take at least 60,000 tons of coal, making, with what is now on the way, 70,000 tons of coal in sight from the colonies for San Francisco.

The strike was long, and general local supplies must have been much depleted. There were vessels up for other foreign markets besides California when the strike began.

These shipments to Australia from Seattle were the first ever made to that country from the Pacific coast. Undoubtedly our shipments of coal to foreign ports are destined to grow from this on greatly in importance.

The receipts of Puget Sound coal at San Francisco, the great receiving port of California, show the immense demand of that state for the Washington product. The receipts for November and for the first eleven months of 1890 were as follows:

	For November	Jan 1 to Nov. 30
Puget Sound, tons.....	44,194	414,486
Oregon.....	4,800	49,150
Eastern.....	406	31,501
Australia.....	5,623	153,920
British Columbia.....	33,878	312,980
English.....	5,971	11,949
Welsh.....	1,840	24,089
Scotch.....		1,490
Japan.....		6,600
Total.....	96,614	1,006,215
In 1889.....	91,344	1,081,494

There were only two cargoes of 5,623 tons from Australia last month, owing to the strike inaugurated some weeks ago, and which was declared off November 17. In November, 1889, there were 31,455 tons from Australia. The receipts from Puget Sound mines were 100 per cent larger than for the same month last year. From British Columbia the quantity was about the same, but would have been much larger if the Wellington had not been crippled by a recent strike.

It will be readily seen that Puget Sound, as usual, leads all other points in the shipping of coal to San Francisco.

This city has been shipping also to Honolulu. There is scarcely a prominent point on this coast that the coal of the King county mines does not reach.

Every one of the mines will produce a larger amount than ever next year. Probably not less than 5,000 or 6,000 men will be employed, instead of over 4,000 as at present.