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***COAL LANDS**

Miners at Work On 22 Separate Veins Found In 16 Countries

Among the sources of wealth of the state of Washington her coal industry is the most important. The first discovery of coal on the Pacific coast was at Bellingham Bay, Whatcom county, over thirty years ago. The coal proved to be of high grade, and the mine was extensively worked for a number of years, until the measures were exhausted below profitable working depths. With the further settlement of the Pacific slope came the increased demand for coal, which stimulated prospectors to seek new fields. They have done their work well, for coal mines have been discovered in sixteen counties of the state and 22 veins are being worked, yielding an aggregate of about 3,000 tons of coal per day, which, at the average price of \$4 per ton delivered to the consumer, or on board vessels in our harbors, amounts to \$12,000 per day, or \$4,380,000 annually. The industry gives employment to about 4,500 men in the mines and in handling the product.

COAL PRODUCTION

To give a more adequate idea of the amount of coal produced by the mines of Washington, if it was all piled in one pyramid it would make a mountain 250 feet square at the base.

Until about three years ago the mine was worked from a tunnel run in along the strike of the vein and the coal was brought out, put on board the cars at New Castle station, but all the coal above this level being worked out, hoisting works were erected about one and a half miles farther east and a shaft sunk to take the coal out from the lower levels. The coal is found to improve in quality as a greater depth is reached and at the level of the present working, which is 1350 feet, or 300 feet below the level of the sea, the present output is a little more than 600 tons daily. The measures consist of six veins within a breadth of 700 feet. The veins strike south 76 degrees east, and have a dip of 42 degrees to the north, 14 degrees east and are interstratified with the carbonaceous sandstone and clay slate common to all the coal measures of the Pacific slope.

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Story of Coal at Newcastle

Coal mining is an industry with a long history in the valleys behind Seattle. The first coal claims were taken up in the Squak Valley area nearly a century ago. Newcastle and Black Diamond became centers of mining activity not long afterward. Large deposits were reported, considerable investments were made in the development of mining operations, and for some years there was general optimism as to the prospects of this basic resource enterprise.

Since 1900 the situation has been less favorable. During the earlier period, however, the coal mining towns were lively places. One would hardly guess, when visiting the ghostly remains of Newcastle today, how vigorous it was during the first stages of its history. But Newcastle cherishes many memories, and its role in the development of a significant frontier industry deserves to be acknowledged.

An early report on the discovery of coal in the New Castle area is contained in a letter by Phillip H. Lewis, who wrote that David Mowey, a Pennsylvania German, took up a claim in the Squak Valley about 1859. Lewis himself discovered a second vein that same year, with the aid of an indian named Mowitch. He left the Puget Sound area, however, and did nothing with his discovery until 1864.

In 1862 William ("Walla Walla") Perkins went to the Newcastle region, "where somebody had struck the mineral", and secured two claims -320 acres. The next fall, while surveying a township on the east side of Lake Washington, Edwin Richardson accidently discovered a bed of coal on the north bank of Coal Creek. The announcement of this discovery brought other prospectors into the area. A number of men who were to play an active role in the development of the Newcastle area rushed to file their claims; among them were Ira Woodin, Finley Campbell, William "Walla Walla" Perkins, P.H. Lewis, Josiah Settle, and C.B. Bagley.

Seattle people began to talk coal in earnest. The GAZETTE printed maps of the coal fields, and active development was commenced. P.H. Lewis and a friend, L.B. Andrews, opened the Andrews mine from which they got a few tons by using prospecting operations. With the aid of Settle and Richardson they built a wagon road into the area. Reverend George P. Whitworth, a man who had had a great deal of expeience in eastern mining regions, came from Olympia and with Reverend Daniel Bagley, P.H. Lewis, John Ross, and Selucius Garfielde, organized the Lake Washington Coal Company. There was apparently some discrimination among members here, however; "Walla Walla" Perkins stated that "It was a game of freeze out and I wasn't in it."

At first the future looked bright to the Lake Washington Coal Company. They opened a tunnel on a hillside along Coal Creek and brought out the first coal in sacks. They helped finish the road from the mine at a cost of \$2,000, a considerable sum for those days. They also built a light draft barge and made arrangements to use it to move coal to Elliott Bay by way of the Black River. The barge grounded in shallow water on its first trip, but it finally arrived at Hinds, Stone and Company, a shipping center on the Seattle docks, and advertised the coal at \$8.00 per ton. But there were still more difficulties. Customs officials seized the barge for operating in salt water without a license. The coal company paid a fine of \$50.00 and sent the barge back for more coal.

The company was handicapped by lack of funds and found the problems of transportation difficult to solve. There was lots of money in coal and the company owned coal; but it could not operate without captial to build the roads, barges, cars, and tugs necessary to carry the coal to market.

In January, 1867, a rival faction formed the Coal Creek Road Company and obtained an exclusive franchise from the state to build a rail or tram road from a point on Lake Washington up the Coal Creek Valley through a place so narrow that the construction of a rival line would be nearly impossible. The firm built the road at