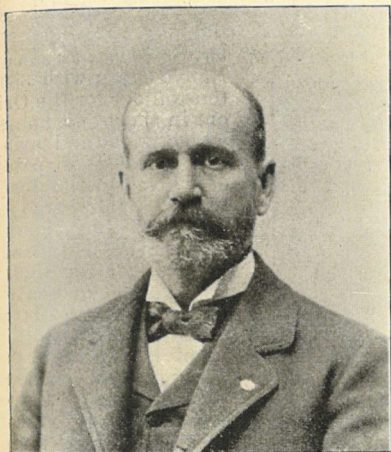


ern Investment Company, a director in the National Bank of Commerce, vice-president and director in the Seattle Gas and Electric Company and director in the Seattle Electric Company (Consolidated Street railways). He deals in real estate, and has the reputation of a careful, shrewd and safe investor.



M. H. YOUNG.

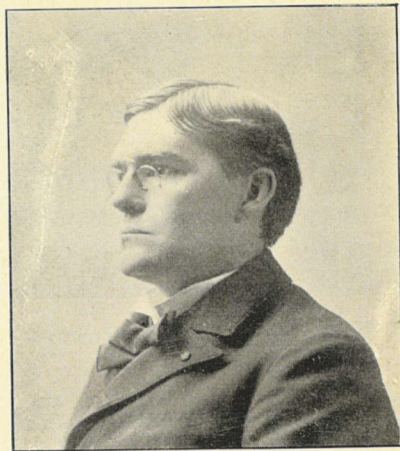
Mr. Young has also been an active factor in building up the city, having built over 100 houses since coming here in 1890. He has built several fine business blocks and effected the Beacon Hill improvement. In company with R. R. Spencér, cashier of the National Bank of Commerce, Mr. Young has recently entered the import trade, bringing to this country the products of Japan and China.

Mr. Young was born at Graton, Mass., in 1846. He enlisted with the Union forces in 1863 and served throughout the rest of the war. From 1870 to 1872 he was connected with the C., B. & Q. Railroad, and from then till 1890 he was cashier of the Boston Manufacturing Company, residing at Waltham during the time. He was one of the organizers of the Waltham Electric Company, and when that company consolidated with the Waltham Gas Company he was a director in the new organization and was the first secretary and treasurer of the Waltham Co-operative Bank. He held the position until its affairs grew so large that he could not attend to them with his

limited time, when he resigned, remaining a director, however, till coming to Seattle. He was also a member of the Board of Aldermen of Waltham for two years, declining re-nomination. He served three years as chairman of the Sinking Fund Commission. Mr. Young moved to Seattle in 1890. He was president of the Union Trunk Line until its consolidation with the Seattle Electric Railway.

FRED RICE ROWELL.

Fred Rice Rowell was born in South Thomaston, Maine, December 29, 1856. He is a graduate of Colby College, Waterville, Maine, of the class of '81. He read law in the office of Hon. A. P. Gould, at Thomaston, Maine, and was admitted to the bar of Knox County, Maine, in September, 1883. He formed a law partnership with Hon. J. O. Robinson and practised his profession in Rockland, Maine, till 1888, when he removed to Seattle, where he has since continuously practised law. In 1890 Mr. Robinson joined Mr. Rowell in Seattle and the firm of Robinson & Rowell was reorganized and still con-



FRED RICE ROWELL.

tinues. In politics Mr. Rowell is a Democrat and immediately identified himself with his party upon coming to Washington. He has received political honors from his party in Seattle and King County, having been at different times a candidate on his party

ticket for Prosecuting Attorney of King County, for Alderman of the Fifth Ward, and in the spring of 1898 for Corporation Counsel for the City of Seattle. His vote on the latter occasion was a very flattering testimonial to his popularity, as he lacked but a few votes of election on a ticket overwhelmingly defeated. Mr. Rowell married in January, 1884, Miss May Florence Stetson of South Thomaston. Both Mr. and Mrs. Rowell are members and

chants, with head offices at 610 Bailey Building, and with branches at Tacoma and Port Townsend. This firm handles the exclusive stevedoring business of the Nippon Yusen Kaisha at this port, and also handle all Oriental freight from the cars of the Great Northern Railroad at Smith's Cove dock. They are also stevedores for the Centennial Mill Company of Seattle and Spokane. They recently loaded for that company the Japanese



JAMES GRIFFITHS.

communicants of St. Mark's Church, Seattle, having been confirmed during the rectorate of Rev. D. C. Garrett.

JAMES GRIFFITHS.

James Griffiths, whose portrait appears on this page, is president of the Griffiths & Sprague Stevedoring Company, Inc., of Seattle, and sole partner in the firm of Jones, Griffiths & Co., ship brokers and commission mer-

chants, with head offices at 610 Bailey Building, and with branches at Tacoma and Port Townsend. This firm handles the exclusive stevedoring business of the Nippon Yusen Kaisha at this port, and also handle all Oriental freight from the cars of the Great Northern Railroad at Smith's Cove dock. They are also stevedores for the Centennial Mill Company of Seattle and Spokane. They recently loaded for that company the Japanese twin-screw steamer Nanyo Maru with 3800 tons of flour for the Orient in sixty-one hours, which is far and away the quickest dispatch ever given to the loading of a full cargo of flour at any Puget Sound port, and the feat speaks volumes for the facilities afforded at Seattle for the loading of large steamers, and the ability of this firm to put work through expeditiously. Their stevedore business extends to all ports on Puget Sound and includes stevedoring sailing as well as steam craft, with wheat, lumber or coal.

Mr. Griffiths resigned the local management at Seattle of the Nippon Yusen Kaisha to organize and operate the Centennial Alaska Transportation Company. This company purchased the Japanese steamship Takasago Maru, a screw propeller of 2075 tons register, and brought her to Seattle as the most suitable and convenient port

in which to fit her out for the Alaska trade. Her name was changed to the Centennial, and she soon became a general favorite by reason of her speed and comfort. On the outbreak of the late Spanish-American war the free use of the Centennial was tendered to the Secretary of War for use as a government transport. In recognition of this offer Congress granted the vessel an American register and her transfer to the American flag was made in Seattle harbor on the 21st day of May.