

stock of this company was taken as follows: by the Northern Pacific Railroad Company, 51 per cent., being a controlling interest, and by the preferred stockholders of the railroad company in their individual capacities, the remaining 49 per cent. Immediately following organization, the Tacoma Land Company bought of the railroad company the 3,000 acres contracted for by Mr. Smith, and in addition, 13,000 acres of the odd numbered sections within a radius of six miles of the terminus, paying therefor the sum of \$250,000 in cash. These purchases made the commissioners make a change of headquarters from Tacoma city, near the saw mill, to the present site, a short distance further south and near the head of the bay. Here they encountered a virgin forest of large fir trees, and by their order the work of clearing was begun and continued until the trees of a tract a mile or more square were cut down. The town was laid out, or planned, by Col. Isaac W. Smith, civil engineer, and the railroad company erected for use as their headquarters, the large building on the corner of Ninth and C streets, now occupied as offices by Mr. Isaac W. Anderson, manager of the Tacoma Land Company.

Many people had arrived, and were arriving, for location at the terminus, and many more were on the way, when there occurred an event that staggered all enterprise of building, commerce and trade in this part of the country especially, and that was the financial collapse of the company in 1873. This catastrophe, consequent upon the failure of Jay Cooke, fell like a withering blow on the terminus, among a thousand other interests that had experience of that misfortune. But there was vitality in the idea of the terminus—a vitality that was only suspended for a time, not extinguished, and it actively responded to every subsequent movement looking to the completion of the road. After the first shock, deserted by thousands and remaining merely a hamlet of a few hundred people, it started forward at a slow pace and dragged wearily through years until the beginning of work on the Pend d'Oreille division in the winter of 1879, from the Columbia river at the mouth of Snake River, eastward toward Idaho, and until the surveys of the Cascade range under Chief Engineer Isaac W. Smith were begun in the early spring of 1880. Then the place began to advance with energy and has not abated in the rapidity of its growth, but has rather moved ahead with constantly increased speed. The census of that year showed a population of only 720, but in the two years since then the population has increased more than 300 per cent, being now estimated at fully 3,000, to which must be added considerable numbers arriving by every steamer from San Francisco, and this noteworthy circumstance should be stated, that although New Tacoma is in the heart of the greatest lumbering region of the world, yet the supply of lumber for local use has for the space of a year past been far below the demand, so much so that it is estimated by competent and reliable men, that but for the scarcity of lumber, fully 100 houses would have been erected more than were built during the past year.

Within full view of the southerly shore of Commencement bay and about fifty miles to the southeast, rises the lofty snow-clad mountain known as Rainier (originally known as Tacoma), the top of whose highest peak is 14,444 feet above the level of the sea. The town took its

name from the mountain, the company named their future city after the most prominent object in the landscape about, calling it Tacoma, which is the Indian name signifying the snow-capped mountain.

Apart from history and treating of New Tacoma as it appears to-day, we find it to be a vigorous and rapidly growing city, lately incorporated, superbly located and backed by resources, agricultural, mechanical, commercial and corporate, to an extent that may well excite the envy and fear of all its competitors. No doubt but the influence of the Northern Pacific Railroad Company is the potent factor which will build up the leading city of Puget sound, and that influence appears to be thrown decisively in favor of its chosen terminus.

Admiralty inlet, a part of Puget sound, has a general direction north and south. Commencement Bay is an off-shoot eastward from and a part of Admiralty inlet. On the southerly shore of this bay is New Tacoma. It is built on ground ascending by successive steps or plateaus from the water to the height of 300 feet, and commands extensive views of the Sound, the valley of the Puyallup river, the forest foot hills, the Cascade range of mountains in the east, and the Olympic on the west. The three plateaus rising each about 100 feet have a common slope south eastward toward the head of the bay, affording easy grades for access from that direction to the highest points in the city. And what is remarkable in this region, the ground is of uniform and regular contour. The opportunity for drainage is excellent beyond any example that we know of.

The landing place for both passenger and freight, whether coming by rail or water, is on the company's wharf at the base of a perpendicular bluff which hides the city from view. From this wharf the road leads by easy grade up to the top of the first bench, which is in fact the beginning of the place, though the corporate limits include the wharf. On this wharf are: the large hotel kept by Mr. W. B. Blackwell, the general superintendent's offices, the freight and passenger depot, a large warehouse just erected 50x250 feet for the storage of wheat, the O. R. & N. Co.'s offices, shops and warehouses, and the commission warehouse and office of Messrs. Sahn & Barlow. These gentlemen do by far the largest business in their line of any firm on Puget Sound.

Along the base of the bluff and behind the wharf and hotel, passes the track of the coal road, up grade to the coal wharf, which is a large and costly structure and toward the huge coal bunkers further along and now in course of construction. The bay is about five miles long and three miles wide, and its waters, though deep, afford abundance of anchorage ground for the ships of an immense commerce. Along this wharf the steamship *Great Eastern* might lie at low tide and then have several fathoms of water under her keel. One of the striking advantages of this bay is the excellent shelter it affords to shipping against the high winds which, though rare, are experienced in occasional years during the winter months.

Along the water front and but a short distance from the railroad wharf is the saw mill of Hatch & Co.

Following the railroad track from here southward along the base of the bluff and the water front to the southern end of the town we come, first, to the extensive iron works of D. Lister & Co., and a little further beyond, the construction

and repair shops of the railroad company, for the use of which fifty acres of ground has there been reserved. These are large wooden buildings, well equipped with the best tools and machinery for building and repairing cars and for repairing locomotives. In these shops have been manufactured nearly all the rolling stock of the Pacific division and all the cars now in use on the Pend d'Oreille division, except a few passenger coaches which were brought out in ships from the east. A large new building has just been completed on these grounds, designed for the use of the company's machine shop, and the dimensions of which are 204 feet long by 90 feet in width. It has two railroad tracks running through its entire length, and four pits so that four locomotives may be undergoing repairs at the same time. The money expended for labor of mechanics in these shops, coming as a regular monthly disbursement, is mentioned as one of the considerable resources of the business of New Tacoma. Where now a hundred men are employed, it is not unlikely that there will be four or five hundred when these shops are called upon to fill requisitions for rolling stock for the use of the division, sure to be built at a day not far distant, eastward across the Cascade mountains to a junction with the main line on the Pend d'Oreille division in Eastern Washington, and indeed for additional rolling stock, it is expected, along the entire main line, which will be needed by reason of the largely increasing volume of business of the road from year to year.

The iron works of David Lister & Co. comprise a large establishment which came from small beginnings within a few years by virtue, chiefly, of the energy and enterprise of the senior member of the firm. It includes a foundry and a well supplied machine shop, in which are skilled mechanics capable of doing any kind of work in the direction of building and repairing machinery. They can make engines and boilers of all sizes and patterns. The molding floors of their foundry have greater measurement than those of any similar establishment on the Pacific coast. They have manufactured car wheels which have stood the test of years and are of first-class quality. At these works was built the large engine now in use at the saw mill of Hatch & Co., which furnishes the power required to cut 40,000 feet of lumber per day. Manufacturing interests appear to favor the neighborhood about the railroad shops.

Near by, and on the water front, ground is being cleared for the building of a sash and door factory and a furniture factory. In the same neighborhood is the brick yard, from which the present supply for this city is chiefly furnished; and also within a stone's throw, a shingle mill is about to be set up.

In treating of Hanson & Co.'s large steam saw mill (an illustration of which appeared in our Oct. issue) which is part and parcel of the terminal city, together with all of the interests clustered about it of land and water front, and otherwise, we speak of a mill which, after the completion of certain improvements now being pushed along with vigor, will be one of the largest in the world, as it certainly will be the largest on Puget Sound. Here is an institution in which nine powerful steam engines are employed of an aggregate of 770 horse power and having a capacity for turning out daily the enormous amount of 225,000 feet of lumber. Mr. George E. Atkinson, an