

be made this winter. This coal is superior for domestic and steam purposes. In the Carbon Hill series of veins are coals superior to the famous Cumberland for blacksmithing purposes, and other coals excelling those used in the manufacture of coke at Connelville, Pennsylvania, being rich in fixed carbon. This bears strongly on the question of iron manufactures in New Tacoma. Furthermore, in reference to coal, New Tacoma is the nearest shipping point for what is known as the Green river field, and there is reason to believe that it will be so utilized. In short there is abundant reason to expect that before eighteen months from the present writing there will be shipped out of the port of New Tacoma, coal to the amount of 2,500 tons per day. Bituminous coal of good promise has also been discovered near Chehalis in Lewis county, above mentioned.

Respecting New Tacoma as the shipping point for wheat, its history has already begun, the first ship, named Dakota, having been loaded with wheat at this place in October, 1881. Several others cleared since that time, and with a number now lying at these docks receiving wheat and awaiting cargo from the fields of Eastern Washington via the Columbia river and the Pacific division.

First.—The Cascade division being the line for a railroad from near the mouth of Snake river as directly as may be west to Puget Sound, is a land grant line and is, therefore, if for no other reason, certain to be built, because the land is of great value; and it is to be built soon, surveys being about completed, and pass through the Cascade range selected, as appears from Mr. Villard's recent annual report, as follows:

"Surveys were continued on this division to determine the best route and the best point for crossing the Cascade Range. Twenty-one passes have been examined. The result is that the Stampede Pass, at the head of Sunday creek, a branch of Green river, is shown to be the best point for crossing. It is nearly due east from Tacoma, and can be crossed by a tunnel 9,100 feet long, at an elevation of 2,885 feet above the sea level. The line from Tacoma to Bluff Wells on the main road is 308 miles long by this route. Stampede Pass has decided advantages in its low elevation, comparative ease of access, and entire freedom from slides of snow, rock or earth, in the pass itself or on any part of the line approaching it."

Over this division will be brought in the future the surplus wheat of Eastern Washington for shipment abroad.

Second.—The standard-gauge road south through the great wheat region of the Willamette Valley is separated from the Pacific Division by a gap of forty miles. Bids are advertised for to close this gap this spring. In anticipation of this Mr. Villard sent Mr. Mallory, an expert from the East, to New Tacoma to examine and select a site for the construction of large and costly wheat elevators. Mr. Mallory, after making the examination, said that he had not met with any site more favorable for the location of wheat elevators than the ground indicated by him on the water-front of New Tacoma. Subsequently Mr. Villard ordered the preparation of, and there have been prepared, elaborate plans for such elevators (illustrations of which we furnish), and the work of building, it is expected, will begin early in the approaching spring.

Recent events strongly support the expressions of assurance uttered by Henry Villard in his speech in New Tacoma on the 4th day of October,

1881. On that occasion, referring to his duty as president of the Northern Pacific Railroad Company, he said:

"That duty I am free to say, I consider, to a great extent, identical with the interests of your town. And I will go further and say that the interests of your town are largely identical with the interests of those whom I represent—that is, my friends in the east and elsewhere who have united with me in gathering up the necessary capital for doing for you what you have vainly expected for many years to be done for you—that is, of giving you a through rail connection with the Eastern states. You may be aware—at least the newspapers have communicated sufficiently about it—that the parties who with me formed the Oregon & Transcontinental Company are stockholders to a very large extent in the Northern Pacific Railroad Company. In other words, they have larger interests in the stock of the Northern Pacific than in the Oregon Railway & Navigation Company, or as parties in interest in any other enterprise which is to be carried to fruition by the Oregon & Transcontinental Company.

Now the very fact that the largest interests of this controlling company are identical with the interests of the Northern Pacific Railroad Company as such, should be the best assurance to you that we shall do everything to promote the growth of the Northern Pacific to the utmost extent; that we shall use every effort to make our investments in Northern Pacific stock as lucrative as possible.

I have spoken of our interests as Northern Pacific stockholders as a guarantee to you that everything will be done to bring this great enterprise of the Northern Pacific to its legitimate fruition. Our interests as Northern Pacific stockholders, as I mentioned, are paramount. All Northern Pacific stockholders we are more largely interested than any of you individually in the fate of this town. That is, the Northern Pacific Railroad Company, as the leading stockholder in the Tacoma Land Company, is more interested in the growth and prosperity of this community than any one else residing here or elsewhere. This additional fact is a further guarantee to you that the Northern Pacific Railroad Company, as such, will do whatever can be done legitimately with due regard to its other interests as a transportation line, for the development of this place.

My personality has been identified very largely in the public mind here with the question of the construction of the Cascade branch. You may remember that upon my first appearance in the Board of Directors of the Northern Pacific, I telegraphed out here that the Cascade branch should be built under any and all circumstances. I intend to keep that assurance and promise. But in connection with this subject I wish to submit a few considerations to you as practical business men. We propose to deal with the Northern Pacific, to conduct the enterprise as a business enterprise, for the benefit of its stockholders, having due regard at the same time for the interests of the public. Now, you may be aware that it is the purpose of the management of the Northern Pacific, and it was its purpose long before I came into it, to connect the Washington Territory branch from Kalama with the city of Portland. You will all admit that it is a very natural thing for the company to do, to bring about this connection.

We intend to make that connection at the earliest possible moment, and I hope and expect that it will be the best means of making Tacoma what it has not been so far—that is, a wheat shipping point. I beg you to accept the further assurance that whatever can be legitimately done by the operation of the river line towards making Tacoma a wheat shipping point, shall be done.

Before I leave this point I will state that a project that I have under consideration is that the Oregon Improvement Company shall build a large warehouse here for the purpose of affording proper facilities for storing wheat to make a beginning towards making Tacoma a shipping point."

Two newspapers are published here, the Tacoma Ledger and the Tacoma News. Both zealously advocate the interest of the terminus, and both are

conducted with the ability requisite for newspapers of the coming metropolis.

The stores already established will compare favorably with any on the coast, and their proprietors as a general rule are enterprising, pushing business men.

St. Luke's Memorial Church is a gift to the city by C. B. Wright, Esq., ex-vice-president of the Northern Pacific Railroad, now a resident of Philadelphia. It is entirely constructed of stone and cost the donor the sum of \$25,000. The architecture is the work of Mr. J. Sherwin of Portland.

The "Fannie C. Paddock Memorial" hospital was erected in memory of the wife of Bishop Paddock. It has a beautiful location on the roadway between Old and New Tacoma, stands on sloping ground, affording natural drainage, and is said to be one of the best conducted institutions of the kind on the coast. Rev. E. F. Miles, M.D., is the physician in charge.

The views we furnish of residences are but specimens. The city contains many beautiful places not here illustrated. Those shown will suffice to give an idea that the people have full confidence in the future of the city, and have come to stay.

Since part of this article was in type *The Tacoma*, the first of the fleet of new colliers mentioned on page three, has arrived and taken her place on the line. She is a magnificent specimen of naval architecture, in fact the finest and largest collier on the coast.

*THE Oregonian* of January 1st is a perfect encyclopedia of the Pacific Northwest. An intelligent perusal of its columns will enlighten all about the progressive strides we are making. The publisher of *THE WEST SHORE* has just returned from an extended Eastern tour, and is proud to record it that, although we made it a business to critically examine newspapers of all places we passed through, we have nowhere, with the exception of the metropolitan press of New York, Boston, Philadelphia, etc., seen an abler conducted journal than the *Oregonian*, not even in cities where the population is four times greater than that of Portland.

The entire railroad system of the Pacific Northwest having now 1,380 miles in operation and more building, is controlled by Henry Villard, Esq. The system includes the lines of the Oregon Railway and Navigation Company, the Northern Pacific, the Oregon and California Railroad, east and west side, and the Oregonian Railway Co. (narrow gauge). Mr. Villard also controls the ocean steamers from Portland and Puget Sound to San Francisco, the principal river lines in Oregon and Washington, and nearly all the Sound steamers. The Northern Pacific R. R. also have eleven hundred miles of railroad finished at the eastern end. This gives fourteen hundred and eighty miles of road under one directory.

*The Northwest News* has been published now for nearly a month, and certainly improves with every issue. It looks as if it has come to stay, and we wish it unbounded success. There certainly is room here in a growing metropolitan city like Portland, and there is no reason whatever why it should not be on the very best of terms with all publishers, editors, and the public in general.