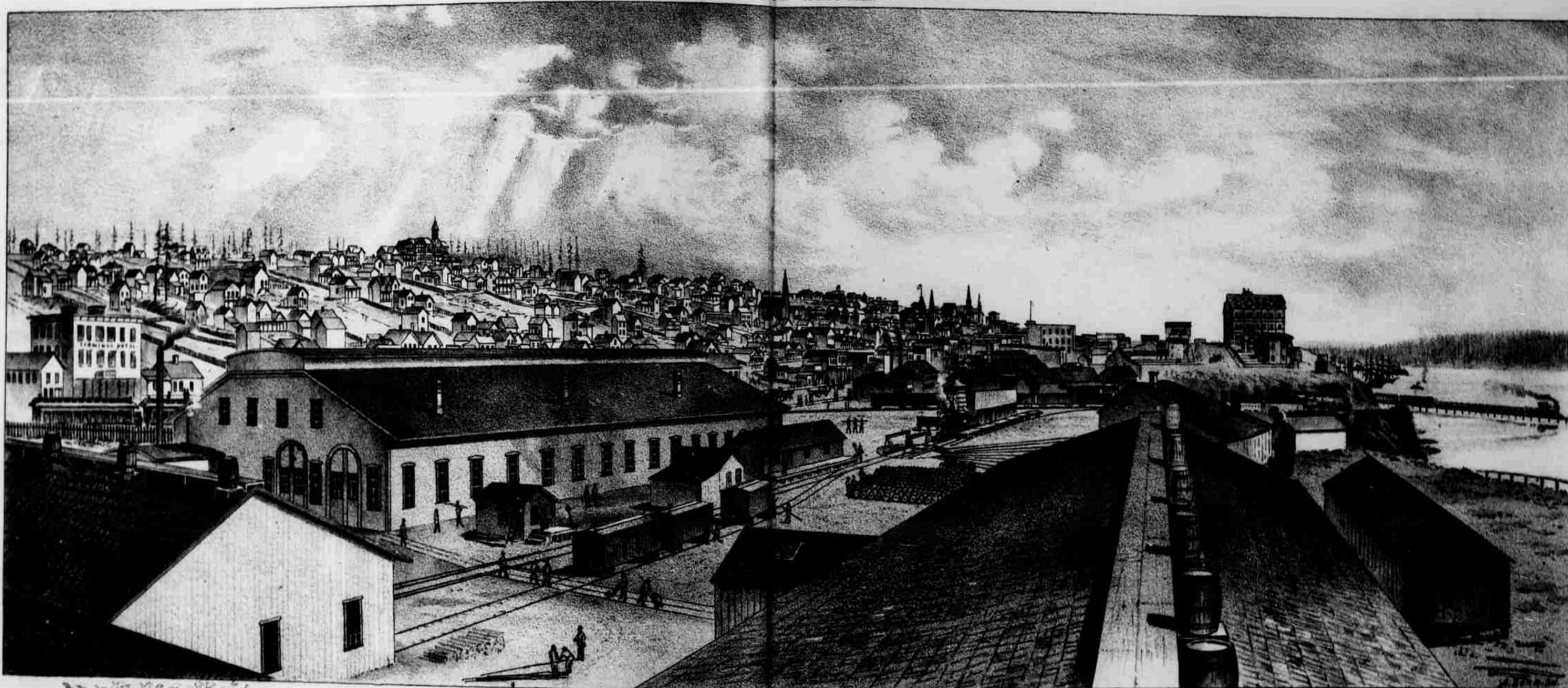
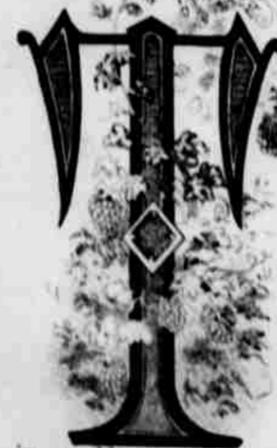


THE WEST SHORE.



TACOMA, AS SEEN FROM THE CAR SHOPS.



inseparable companions as are San Francisco and the Central Pacific. So widespread has become its fame that thousands are seeking for definite information, and for the benefit of these inquirers THE WEST SHORE will state as succinctly as possible what the city has been, what it is now, and what, with a reasonable certainty, it is destined to become.

TACOMA is no longer a "City of the Future," an "Embryo City," "The Coming Metropolis," or any other of the many titles by which people have been accustomed to designate it, but is now an actual, thriving, commercial and manufacturing center, and is still advancing with even greater strides than the most sanguine have ventured to predict. It has ceased to be the proposed terminus of an incompleting railroad, and has become the actual terminus of a great overland trunk line, the only direct avenue of communication between the East and the deep waters of the Pacific Northwest. Wherever the Northern Pacific Railroad is known Tacoma is a familiar word, and the fame of the one has become so bound up in that of the other that they have become as

Tacoma lies at the head of Commencement Bay, the extreme southeastern harbor of Puget Sound, that great inland sea, which has been so appropriately designated as the "Mediterranean of the Pacific." The site is both salubrious and beautiful. It rises by successive terraces to a height of 300 feet above the water's edge, rendering the drainage of its surface by natural means complete and a thorough system of sewerage easy and practicable. The prospect from these higher benches embraces a wide and varied landscape, including the beautiful, timber-fringed shores of Puget Sound, the fertile valley of the Puyallup, the foothills and summit ridges of the Cascade Mountains, and towering above all in its grandeur the white peak and snowy sides of Mount Tacoma. Beautiful and enticing as its site is from an artistic standpoint, other considerations than those of a love of Nature moved the far-seeing men who laid here the foundation of a great city.

That the terminal point of the Northern Pacific on Puget Sound was destined to become a city of great commercial importance was evident even to the most unreflective mind, and therefore the exact location of that point became early in the history of the road a matter of much importance. For this reason the Board of Directors of the railroad appointed two commissioners to make a thorough examination of the harbors of Puget Sound, with a view to selecting the one offering the most advantages for that purpose. These gentlemen—R. W. Rice, the Vice-President, and Captain J. C.

Ainsworth, the Managing Director for the Pacific Coast—made a most careful examination, aided by comprehensive surveys of able engineers, and fixed upon the shore of Commencement Bay as possessing more fully than any other locality the features desirable for the terminal city of the road. In accordance with this report the Board of Directors passed a resolution on the 10th of September, 1873, fixing the city of Tacoma as the great Western terminus of the Northern Pacific Railroad.

The Tacoma Land Company was incorporated with a capital stock of \$1,000,000, divided into 20,000 shares, of which 51 per cent were held by the Northern Pacific Railroad Company and 49 per cent by individual preferred stockholders of that company. This organization acquired from the railroad company 3,000 acres of land, which the latter had purchased immediately upon deciding upon the location; also 13,000 acres of the odd-numbered or railroad sections within a radius of six miles, paying for the entire tract \$250,000. Upon this property, and a short distance south of the original location at Tacoma, the company cleared a tract about a mile square and laid out a city which was christened "New Tacoma," where the railroad company immediately erected a large building for its headquarters.

The Pacific Division, extending from the Columbia River to the Terminal City, was nearly completed when the failure of Jay Cooke & Co. blocked the progress of

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