

through business channels indicate an enormous volume of trade. There were 197,147 tons of freight received by the Northern Pacific Railroad and 21,656 tons forwarded; but since the bulk of shipments in the past to and from Tacoma have been by water, these figures give but a faint indication of the inland, coast and foreign commerce of the city.

The manufacturing enterprises already established are very extensive, and new ones are constantly seeking locations. Many of those already in operation were founded during the past year, while during the same period the capacity of others was materially increased. The most extensive of these is the Tacoma Mill of Hanson & Co. This mammoth establishment employs an average of 200 men about the mill and 600 in the eighteen logging camps it keeps in operation. In 1882 the mill cut 32,000,000 feet of lumber, but during the past year \$100,000 were expended in enlarging its capacity, and the total product was 50,000,000 feet of lumber and 10,000,000 laths. Seventy-two cargoes of lumber were shipped from Hanson & Co.'s wharf during the year, twenty-four of which went to foreign ports. The capital invested in mill, warehouses, vessels, tugboats, animals, etc., connected with this enterprise, is fully \$1,000,000, and the monthly expense of operation exceeds \$100,000. This is one of the largest, and, in many respects, the most complete lumbering enterprises in the world.

The Tacoma Sawmill of M. F. Hatch & Co. produced in 1883 a total of 11,000,000 feet of lumber and 5,000,000 laths, the greater portion of which was sold in the home market for buildings being erected in the city. Forty men are employed. John Carson began operating his new sawmill in April. During the remainder of the year 3,700,000 feet of lumber were cut, much of which was dressed and finished into finer grades before leaving the mill. In the fall a sash and door department was added under the title of the Talok Manufacturing Company, in which Mr. C. M. Johnson is associated with Mr. Carson, and the manufacture of furniture, stairs, stair-railing, etc., is carried on extensively. Fifty men are now employed, but the force will be largely increased as new branches are added. The New Tacoma Planing Mills of Paulson & Anderson also began operations in April. They employed during the year an average of twenty-four men, and turned out a large quantity of lumber, sash, doors, etc. The capacity of this establishment is being increased to twice that of last year. The Tacoma Furniture Factory of Chamberlain, Bauerle & Rice has been running a little more than a year and employs forty men. A great quantity of furniture leaves this factory monthly. William Page's Shingle Mill employed seventeen men in 1883, and during the ten months of its operation turned out 4,000,000 shingles. A new sawmill, to have a capacity of 40,000 feet, is being constructed by Chapman & Leavenworth one and one-half miles from the city, with which it will be connected by a narrow gauge railway. The inexhaustible supply of timber and the increasing demand for Puget Sound lumber are a sufficient guarantee that this business will be a per-

manent one, and will continue to increase in the future as it has during the past few years.

The terminal car shops of the Northern Pacific Railroad are located at Tacoma and form an industry of great importance. During 1883 they employed an average of 175 men, paying \$175,000 in wages, and turned out 249 cars, chiefly flat cars, besides keeping in repair twenty locomotives and all the rolling stock of the Pacific Division, and doing much other wood and iron work for the road. New brick shops are soon to be erected, which Mr. Oakes has given assurance "will be second only to the largest of the company's shops on the road. They will be supplied with an abundance of all kinds of machinery needed for the building of coaches and other rolling stock, and for repairs of all kinds, so that if desired they could build a locomotive from the ground up." When these are completed their industrial benefit to the city will be very great, leading directly to a large increase in business, population and value of property.

Other manufacturing enterprises embrace the very extensive foundry and machine shops of Lister, Houghton & Co., where eighty men are employed; Williams' salmon cannery, which, commencing late in the season, packed 2,000 cases and salted 200 barrels of salmon, and which will vastly increase its capacity and product the coming season; the Pioneer Candy Factory of McLaren & Wallerstein, which consumed during 1883, the first year of its operation, a total of 26,000 pounds of fine sugar; and brick yards which burned 2,000,000 bricks the past year, a product which will be nearly doubled the coming season. Summing up the manufacturing enterprises already established, and all constantly increasing in capacity, product and amount of labor employed, it is found that the industries disbursed in 1883 a total of \$747,718 in wages to 950 men, besides furnishing work to nearly as many more in logging camps at various points along the Sound. A flour mill with a daily capacity of 100 barrels is now being erected.

The majority of business and public buildings erected in 1883, as well as those under contract for the present year, are of the most substantial character and some of them highly ornamental. The cheaper wooden structures, which, in the absence of better material, were at first hastily erected, are fast disappearing before the onward march of two and three story brick buildings, and it will not be long before the business streets of Tacoma will be lined with substantial brick blocks. With beds of superior clay in the immediate vicinity, not enough brick could be procured to fill the demand, and this year facilities are being provided for burning at least twice the quantity made last year, all of which, before the close of the season, will be standing in solid blocks on the streets of Tacoma. The structures most noticeable are the new hotel, Annie Wright Seminary, Coal Bunkers, Central School House, St. Luke's Memorial Church, Court House, Railroad Shops, and a number of private residences, which are commodious and several of them extremely elegant, signifying the culture and taste of the people.