

sane Asylum. Steilacoom contains two flouring mills, brewery, four stores, two hotels, three saloons and a number of shops. A good district school and Catholic, Methodist and Presbyterian churches are located there. Stages run daily to Lake View, on the Northern Pacific, five miles distant, and numerous steamers plying on the Sound visit the port. Much beer, flour and wool are shipped.

The chief natural resources of the county, besides the various branches of agriculture, are timber, coal, limestone and building stone, while the adjacent waters are filled with valuable food fishes. That great forest of timber, chiefly giant fir, which clothes the side of the Cascade Mountains and borders Puget Sound is to be found in Pierce as well as other counties of this region. At Tacoma are located a number of saw mills, shingle mills, planing mills, sash and door factory, furniture factory and other establishments for utilizing this wealth of timber. Other saw mills are located at various points in the county. Besides supplying the home demand, lumber has been shipped by these mills (one of which cut 50,000,000 feet during 1884) to San Francisco and Australia, Chile, Sandwich Islands, China and other foreign ports. When the Cascades Division of the Northern Pacific is completed across the mountains from Eastern Washington to Tacoma, there will be a new and growing market opened to the mills of this region.

One of the most important industries is coal mining. The coal measures tributary to Tacoma embrace an area estimated at fifty miles long from north to south, and extending from the eastern base of the Cascade Mountains to the valleys bordering on Puget Sound. Those now being worked lie around Wilkeson, Carbonado and South Prairie, on the Puyallup River, and are reached by the Cascades Division of the Northern Pacific. This road was constructed as far as the mines several years ago, and will form a portion of the main line when completed a year hence. The combined product of these mines in 1883, all of which was shipped from Tacoma, was 168,115 tons. Estimating the price at \$4 per ton, the total value of the output was \$672,460. The increase over the product of 1882 was 111,815 tons. The total output in 1884 was 200,000 tons, valued at \$800,000. Of this quantity 161,278 tons came from the mines at Carbonado, where the pay roll averages \$20,000 per month. The great bulk of this company's shipments to San Francisco, the chief market, have been made by the splendid steam collier *San Pedro*, though other vessels are chartered for the purpose. Arrangements have been made for additional tonnage the present year, the intention being to largely increase the production. The extensive operations at these coal mines, where so many men are employed and so much is paid for transportation, constitute a great source of prosperity for this region, especially for Tacoma, the headquarters and shipping point. The outlook for 1885 is very promising, so far as the companies now working are concerned, and the productive area promises to be largely increased by the completion of the railroad to the Green River coal fields, from which it is expected large shipments will be made at no distant

day. Enormous coal bunkers have been erected on the water front at Tacoma for storing coal and facilitating the loading of vessels. Stone coking ovens are being constructed at Wilkeson for the manufacture of coke, of which the coal at that point produces an excellent quality.

On the railroad, fifteen miles from Tacoma, are the kilns where the well-known Tacoma Lime is made. The limestone is of that peculiar formation known as "corral-line." The annual output is 25,000 barrels, and appearances indicate that the supply will last for fifty years at this rate. Besides the large home demand, this lime finds a market in Oregon, British Columbia and along the line of the Northern Pacific as far as Montana. Building stone is another product of the Wilkeson region. Practically inexhaustible quarries of sandstone of great beauty and durability are found there. St. Luke's Memorial Church in Tacoma was constructed wholly of this material, which gives no indications of disintegration from exposure to the elements. Large deposits of magnetic iron ore and grey and black hematite are found east of the coal fields. No effort has been made to develop these deposits, but since they exist in such close proximity to large and producing coal mines, there is no doubt that this natural wealth will ere long be utilized. The question of establishing large iron works in or near Tacoma has received attention from English capitalists, but no definite conclusion has been reached. It is only a matter of time when this company, or some other, will develop these iron deposits. In the vicinity of Tacoma, and on several of the islands contiguous to the mainland, are large areas of splendid potter's clay. A large quantity of machine-made brick are turned out by nine different yards. Of these fully 5,000,000 went into buildings in Tacoma last year, while large quantities were sent to other markets. It is the expectation that a pottery will be established the present year on one of these yards within the city limits.

Tacoma is the county seat and the seaport to which all this region is tributary. Not simply that, but it is the terminus of the Northern Pacific, the point where that great transcontinental line reaches the deep water of the Pacific. Here can come the varied products of the Inland Empire and the greater portion of Western Washington for shipment, and from here those same regions, soon to be wealthy and populous, can draw their supplies. Here, too, can come the commerce of Asia and the Pacific for transmission across the continent, while to the warehouse here the railroad can bring the innumerable articles sent from the East to be distributed throughout the Northwest region. Such is Tacoma, by virtue of her position on the most accessible harbor on the Sound, by her situation at the actual and official terminus of the railroad, and by the design of her founders.

In 1873 a committee of gentlemen who had been delegated to select the most suitable harbor on Puget Sound for a terminal point—one which should possess the most natural advantages for a seaport and have on its banks a site for such a large commercial city as must necessarily spring up—reported that they had decided upon Com-