

Tacoma, upwards of thirteen thousand acres of land, the larger portion of which it has not disposed of, knowing that, in time, its large landed interests here must grow to be of immense value, now estimated to be worth \$10,000,000.00. Here are located the headquarters of the western officials of that company. Here it is now completing, at an expenditure of upwards of \$100,000.00, a magnificent structure to be used as offices by the management. Here are located its extensive car, repair and machine shops. Here it owns two miles of valuable water front in the city, which it declines to sell, knowing the immense value to which it will ultimately reach. At no other point on Puget sound does the Northern Pacific Railroad Company have any landed interests. Here it has caused to be constructed, by the Tacoma Land Company, in which corporation it owns fifty-one per cent. of the stock, a magnificent hotel, the finest to be found on the Pacific coast north of San Francisco, and costing over \$250,000.00. By centering its western terminal business at Tacoma, the Northern Pacific Railroad Company is reaping sufficient profit out of its landed interests to liquidate the cost of construction of a large portion of the roads constructed in the territory.

While the interests of Tacoma might be considered as identical with those of the Northern Pacific Railroad Company, yet the city has other avenues, by means of which the commercial ascendancy of Tacoma is assured. The Canadian Pacific Company has recently put on a line of steamers between Vancouver, its western terminus, and Tacoma, thus giving the wholesale dealer the choice of two competing roads in bringing his merchandise from the East. A line of steamers, having its headquarters at Tacoma, plies regularly to Alaska, which is developing in mineral wealth, and the general trade of which is rapidly increasing. The Bellingham Bay & British Columbia railroad, which will parallel the shore of Puget sound, through the rich valleys west of the Cascade mountains, will probably terminate at Tacoma, and thus make tributary to it a large scope of the richest agricultural land, not now tributary by water. Under the charter given to this company by the United States government, work must be commenced during the present year, and its management is in the hands of men who will push the construction of the road without delay. It is well known that transcontinental railroads, other than the Northern Pacific, are pushing their lines toward Puget sound, and it is generally conceded that they will be compelled to terminate at Tacoma, in order to compete with the two lines which already find profitable business here. Notable among the roads whose preliminary surveys point toward Tacoma, are the Mani-

toba, the Northwestern, the Union Pacific, through its ally, the Oregon Railway & Navigation Company, and the Central Pacific. That these roads will, in the course of a few years, reach Puget sound, is beyond a possibility of doubt, for it will be the scene of active development, and they will seek the trade which will be, and now is, the outgrowth of that development.

From the fact that the chief channels of trade center at Tacoma, it naturally follows that here is the emporium for the products of the territory, for exchange and export, and it must necessarily become the supply depot for all the region which is tributary to it. Although the Cascade division of the Northern Pacific railroad has been completed but a few months, upwards of one-sixth of the surplus wheat of the inland empire has been diverted to Tacoma, from the channel by which it formerly found its export from Portland. Until recently, the trade of Eastern Oregon and Washington has been tributary to Portland, by means of the Oregon Railway & Navigation Company's line down the Columbia river. A few of the reasons why Tacoma must, in the near future, outstrip Portland in her present commercial supremacy, will not be inappropriate. The City of Portland is located on the Willamette river, about twelve miles from its confluence with the Columbia river, by means of which it has connection with the Pacific ocean. At the mouth of the Columbia river is a bar. The river itself, up to the mouth of the Willamette, has shoals and bars which greatly impede navigation, except at high stage of water. The expense attending the shipment of wheat from Portland is greater than from Tacoma, chiefly in the three following particulars, to-wit: Pilotage, lighterage and insurance. There are no charges for pilotage on a vessel coming to Tacoma, and no necessity for lighterage, and the dangers of navigation being at the very minimum, insurance rates are less on vessels to Tacoma than to Portland. Bearing on this point, the following from the *Oregonian*, the leading newspaper of Portland, of recent date, is of interest:

On the 18th of January, the ship *W. F. Babcock* sailed from Tacoma with the largest cargo of wheat that ever left Puget sound—seventy-three thousand and thirty-three cents. Her port expenses (not including advances to seamen) were as follows:

Towage to and from the sea.....	\$ 300.00
Custom house charges.....	70.00
Discharging ballast, at 40 cents a ton, 600 tons.....	240.00
Lumber for lining ship.....	285.00
Labor for lining ship.....	100.00
Stevedoring 3,200 tons wheat in bags.....	978.00
Water at Tacoma.....	25.25
Broker's fees, \$2.50 per man.....	30.00
Surveyor's fees.....	30.00
Total.....	\$2,058.25