

If this ship, carrying over three thousand tons had loaded at Portland, her expenses, at the specific rates charged here, would have been as follows:

Bar towage (in and out)	\$1,000.00
Bar pilotage (in and out)	252.00
River towage (up and down)	400.00
River pilotage (up and down)	118.00
Discharging 600 tons ballast, at 75 cents	450.00
Lumber for lining	285.00
Labor for lining	100.00
Loading 3,200 tons, at 50 cents	1,600.00
Lighterage, not less than	1,400.00
Broker's fees, \$15.00 per man	240.00
Surveyor's fees	80.00
Custom house	70.00
Total	\$6,075.00

Here we have a total bill, for loading at Portland, of \$6,075.00, against a total bill, for loading at Puget sound (Tacoma), of \$2,059.25. In several of the smaller items, it will be seen that the fees are larger than at Puget sound (Tacoma). Stevedoring here costs fifty cents per ton, and at Tacoma only thirty cents; to discharge ballast here costs seventy-five cents per ton, there forty cents; brokerage for supplying sailors costs \$15.00 per man here, and only \$2.50 at the sound; but it is not these smaller items that make the contrast. Towage, pilotage and lighterage here would cost, for a ship like the *Babcock*, \$3,270.00—at the sound, \$300.00. Here is the secret of the cheaper ocean rates at Puget sound (Tacoma), and the corresponding higher prices for wheat.

From this it will be seen that a vessel can take cargo at Tacoma, and get out into the Pacific ocean, for several thousand dollars less expenditure than at Portland. As a consequence, wheat is worth more at Tacoma, by from six to twelve cents per cental, than at Portland, and the difference in expense between these ports, which will still further widen in Tacoma's favor, must inevitably force all of the wheat for export from the Inland Empire to Tacoma. The freight rate from Eastern Washington to Tacoma is the same as to Portland. Not only will the wheat from that region find shipment from Tacoma, but, for the same reason, the surplus wheat of the rich Willamette valley has been brought *through Portland* to Tacoma for shipment abroad. The prevailing winds off the coast at the entrance to the Straits of Fuca are northerly during the summer months, from May to the end of October, and easterly the balance of the year, but drawing generally westerly up the straits to Port Townsend, the port of custom entry for the entire Puget sound district, thus enabling vessels to sail in without a tug, and the well known freedom of all obstructions or dangers to navigation, therefore, obviate the necessity of employing a pilot. Arriving at Tacoma, the only wheat shipping port on Puget sound, the ship is anchored in from twelve to twenty fathoms of water, within easy distance of the dock, and ballast can be discharged without the expense of hauling it away. In Tacoma there are no harbor or town dues, or dock or wharfage charges of any kind.

At present the export trade from Tacoma, on Puget sound, is greater than the import trade, thus mak-

ing it necessary for vessels coming here seeking cargo to come, in some cases, in ballast; but with the increasing Oriental and other foreign trade it will soon be the exception for a vessel to come in ballast. Tacoma is eight hundred miles nearer Japan than San Francisco, and this distance in mileage is upwards of two days to the average sailing vessel. This being true, consignments of tea from China and Japan can be landed in New York and other eastern cities two days quicker, by way of Tacoma and the Northern Pacific railroad, than by San Francisco and the Central or Southern Pacific railroad. This fact having been demonstrated, has served largely to divert a considerable portion of the trade from San Francisco to Tacoma, and all of the vessels which have landed at Tacoma, loaded with tea and other merchandise from China and Japan, have found ready charters for wheat, at paying prices, for Great Britain. This trade, which is yet in its incipiency, must rapidly develop, owing to natural laws. At the wharves at Tacoma, the cost of handling merchandise from boat to cars, or *vice versa*, is reduced to the minimum. Following this idea still further, it must naturally follow that there will grow up at Tacoma large wholesale establishments for supplying the tributary country, because the wholesaler can get his merchandise from the great trade centers of the East, or abroad, cheaper than any other city north of San Francisco; and lying near to the country to be supplied, can furnish his customers their goods at a considerable saving on freight. Should the competition between the transcontinental railroads not give him satisfactory freight rates, he can, without great loss of time, get his goods by sailing vessels around Cape Horn, which can afford to give, and will give, a low freight rate, knowing that they can obtain at Tacoma profitable wheat cargoes. Not only will Tacoma be the emporium at which will be exchanged the various products of this rich territory, but it will also become, as it is fast becoming, the center at which the raw material will be converted into the manufactured product. The only steam flouring mill on Puget sound is located at Tacoma, with a capacity of two hundred barrels per day, and another, of six hundred barrels capacity, for export trade, will probably be located on the water front during the coming season. The only smelting works in the territory are being constructed at Tacoma, by well known gentlemen of extensive wealth in the East, and for these reasons:—the richest mines in the territory are directly tributary by water and rail to Tacoma, as hereinbefore referred to, and for the reason that it is cheaper to bring the precious ores to tide water to be smelted than it is to transport the fuel and material necessary for smelting to the mines where the ore is worked. These smelters are to have