

aggregate tonnage engaged for the year, including steamers to Victoria, was one million one hundred and ten thousand tons. The total value of exports from Puget sound for the year 1887 was \$12,820,513. Merchandise to the value of \$1,000,000 was shipped from the sound north on the Alaskan steamers, which have their terminus at Tacoma. In the amount of tonnage exported, Tacoma excelled every other point on Puget sound, and lacked but forty thousand tons of shipping as much as the combined shipments of six of the seven shipping ports on the sound. The total amount of lumber shipped from Puget sound during the year 1887, was seventy-one million six hundred and ninety-three thousand three hundred and eighty-three feet, valued at \$1,003,186. Of the cargoes sent to foreign ports, forty were in American vessels, thirty in British, twenty-three in Norwegian, seven in Swedish, six in Chilian, five in German, two in Hawaiian, and one in Nicaraguan. The freight money received in transporting the lumber averaged \$12.00 per thousand feet, amounting to \$860,328.00. Three hundred and seventy-seven cargoes of lumber were sent in American vessels to coastwise ports, amounting to two hundred and fifty-seven million six hundred and eighty-nine thousand four hundred and thirty-eight feet, valued at \$3,349,957. The freight money received for transportation averaged \$6.00 per thousand feet, amounting to \$1,289,445.00. There were two hundred and fifty-one coal cargoes shipped during the year from Puget sound to coastwise ports, amounting to five hundred and twenty thousand five hundred and twenty tons, valued at \$2,602,600.00. The freight money received for transportation was \$1,301,300.00. Large shipments were made by sea of oats and other produce from the surrounding country to San Francisco, valued at \$1,364,322.00.

Tacoma, the chief shipping port on Puget sound, is located on the western shore of Commencement bay. In 1880, its population, as shown by the official census, was seven hundred and twenty people. To-day it has a population not less than fifteen thousand, and is rapidly growing. The location of the city is perfect for drainage, and admirably situated for the supply of water for all purposes. The land rises to the west and south from the bay, in several well defined terraces, and the longitudinal streets of the city have been laid out with especial reference to the contour of the land, so as to give broad thoroughfares with the least amount of grade, and place the residence lots so that, from nearly every one of them, there can be obtained magnificent views of the bay, Payallup river, Cascade mountains and Mt. Tacoma. From the northern portion of the city, there is obtained, in addition to these, an uninterrupted view of the rugged, snow-capped Olympic range. The Pacific

division of the Northern Pacific railroad enters the city from the south, and the Cascade division, or main line, from the east. In front of the city, are several hundred acres of tide-flat land, which will ultimately be used for building purposes, when the territory is admitted as a state, and titles to this land can be obtained in fee simple. The growth of the city is now ranging out toward the north, along the water front, to the west and the south. The water frontage on the bay, which affords a landing for vessels at any stage of the tide, lies to the north of the main business portion of the city. Driving due west from the city, the sound is again reached in a short distance, so that the townsite of Tacoma, in truth, is a peninsula. Between the head of Commencement bay and the point of this peninsula, called Point Defiance, lies the most valuable portion of the townsite. Its main business thoroughfare, called Pacific avenue, is improved with imposing structures, which give it a metropolitan appearance. In 1880, there was less than a mile of sidewalk in the city, none of the streets were graded, only two brick structures were to be found in the city, it had but two public school buildings, but one newspaper, three churches, six hotels, three manufactories and not a single bank. To-day it has upwards of fifty miles of sidewalks, twenty-five miles of streets graded, scores of brick buildings, seven public schools and two private institutions of learning, a university soon to be constructed, two daily and four weekly newspapers, twenty-two churches, twenty-four hotels, fifty manufactories and five banks, four of them national, with aggregate capital of \$450,000.00, having deposits of upwards of \$2,000,000.00. Then it had but six regular steamers; now it has upwards of forty steamers landing regularly at its wharves, besides ocean sailing vessels. Then the assessed valuation of all property within the city limits was about \$500,000.00. Now the assessed valuation of property within the city limits is upwards of \$5,000,000.00. The city limits comprise an area of seven thousand acres. In 1880, the amount of money expended in street improvements was insignificant. In 1887, there was expended by the city, in street improvements, upwards of \$90,000.00. Nearly \$1,000,000.00 was expended in erecting buildings in the city in 1887. Besides these amounts, there was expended by the Northern Pacific Railroad Company, in permanent improvements inside of the city limits, over \$250,000.00, an amount which will be largely increased this coming year. The rate of taxation in the city is seven and one-half mills on the dollar; for county and territorial purposes, twenty and one-half mills on the dollar; making a total of twenty-eight mills on the dollar, on a valuation of about one-third or one-fourth the real value of the property assessed. Some of the build-