

ings erected in Tacoma during the past year would be a credit to a city of one hundred thousand population, as one may well judge from our illustrations. Tacoma is the only city in the Pacific Northwest which can boast of an electric system of street railway. Two miles of track are already laid, and as much more will be constructed during the coming season, by the Tacoma Street Railway Company. In addition to this, a franchise has recently been granted to another street railway company, which will connect its lines with the former at the southern portion of the city. The Tacoma Street Railway Company's lines connect the two extreme wards of the city, and reach the wharves at the water front. In the matter of hotels, Tacoma can boast of the finest north of San Francisco, modeled after the famous Hotel del Monte, at Monterey, California, and costing, with its equipments, upwards of \$250,000.00, and affording every luxury that the most exacting of the traveling public can require. Its location is such, that from it there can be obtained a most magnificent view of the mountain scenery, which attracts to Tacoma so many tourists. The two private schools which are in operation at Tacoma, are the Annie Wright Seminary and the Boys' College, both endowed by Charles B. Wright, Esq., of Philadelphia, and both are in a flourishing condition. In addition to this, Tacoma has been selected as the site of a Methodist University for the Pacific Northwest, the enterprising citizens of Tacoma contributing, in cash and its equivalent, \$75,000.00 to secure its location. It is the intention of the bishops of that church to make of this a university in every sense of the term, and relieve the necessity, which has so long been felt, of sending the youth of this section to the Middle or Eastern states for collegiate instruction. The city is supplied with water by a company, which has expended upwards of \$300,000.00 in establishing a system of water works capable of supplying a city several times as large as Tacoma. The water is brought from a mountain stream, by a conduit nineteen miles in length. A large portion of the city is supplied from a reservoir, by gravity pressure, and the upper portion is supplied by means of the Holly system. The same company has also constructed the gas and electric light works, and the City of Tacoma can truthfully be said to be the best lighted city on the Pacific coast. The chamber of commerce is composed of one hundred and thirty-one members, and has erected one of the finest business structures in Tacoma—the only one of a similar character, and built by a similar organization, north of San Francisco. The general land office of the Northern Pacific railroad is located in Tacoma, and it has full control of all the lands owned by its company, as far east as the eastern boundary line of

Idaho Territory. The growth and importance of the city is illustrated by the fact that it enjoys free mail delivery, and the amount of mail handled by the Tacoma post office exceeds that of any other office in the territory. Although Tacoma has over a dozen saw mills, yet during the past year they have not been able to supply the demand for building purposes. The amount of money involved in the real estate transactions in Tacoma for the year 1887, as shown by the records in the auditor's office, was over \$2,000,000.00, and it is a significant fact showing and illustrating the stability of values in the city, that during the last seven years less than two per cent. of the mortgages placed on Tacoma real estate have been foreclosed in the district court.

Among the manufacturing establishments of Tacoma, the Tacoma mill must not be overlooked. The output of this mill during the year 1887 was sixty-five million feet, and in one working day of ten hours it has cut four hundred and seventeen thousand feet, making next to the greatest record of any mill in the world. At its docks, which are located in the first ward of the city, may be seen at any time vessels loading for foreign ports. Adjacent to the Tacoma mill are located the warehouses of the Tacoma Warehouse Company, with a storage capacity of fifteen thousand tons, and from which have already been shipped, of last year's crop, twenty-five thousand tons of wheat to Great Britain. At present, the Cascade division of the Northern Pacific railroad crosses the Cascade mountains by means of the switchback, during the progress of driving the large tunnel, which will be completed June 1st, of this year. This tunnel is nearly ten thousand feet in length, and when completed, the volume of wheat shipped from Tacoma will be largely increased, owing to the fact of the greater ease by which it can be hauled through the mountains instead of over them. There is already one ship yard in operation in Tacoma, which has turned out some of the fleetest craft which ply the waters of Puget sound, and another will probably be constructed this year.

The climate of Tacoma is all that could be desired. The average annual temperature is fifty degrees, Fahrenheit. The temperature in summer ranges about eighty degrees, and in winter, seldom, if ever, falls below zero. What constitutes the Winter season in the East is the rainy season on Puget sound, which extends from October to April. It must not be understood that during the rainy season there is nothing but mist and rain. Nothing could be further from correct. This season is described as the rainy season from the fact that during this time there is more rainfall than during the summer. Frequently there are two or three weeks during the win-