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Architectural Souvenir

RUSSELL & BABCOCK  
528-29-30-31 Provident Building

# TACOMA

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The Rising Centre of Commerce and Manufacture. The growing  
Metropolis of the Northwest. The City of Destiny

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THE MARITIME OUTLET OF THE INLAND EMPIRE  

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AND

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THE COMING RAILWAY CENTRE OF THE WEST

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Its Illimitable Advantage of Material Resource for Mechanical  
Industry and Mercantile Thrift

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A COMPREHENSIVE REVIEW

Publishers Delisle & Milliken

# INTRODUCTION

## PREFACE

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In view of Tacoma's rapid growth and the wonderful development of its commerce and industries within the first five years of the new Century, this publication is deemed timely and advisable. It is the more pertinent to present conditions and particularly adapted to the spirit of the times, in consideration of the mighty forces now working out momentous problems, which will have their solution by the surprising revelation of wonderful achievements in the near future.

The splendid advancement of Tacoma and the great increase of its material wealth must be ascribed in greater measure to the intelligent foresight and the indomitable will and enterprising energies of those who came and delved and built up, and waited with abiding faith in the early days, and to these also must be accorded due credit for grand achievements of the present as the result of their wisely directed efforts. Yet the light of the present development concerning the boundless resources of material wealth and limitless advantages of natural facilities for industry and commerce within their grasp they have but laid the foundation of the greater metropolis of the Pacific Northwest, which is to be the fulfillment of prophecy and which is the certain destiny of Tacoma.

No fact is more clearly apparent than that the constant and increasing immigration to the City of Tacoma and the State of Washington, is in obedience to the law of natural attraction, as sure as the affinity of the metal for the lodestone, or the needle to the pole. This attraction in Tacoma and Washington is its matchless combination of industries and its boundless and inestimable wealth of natural and material resources offering unreserved opportunities for investment, for labor, for mechanical industry, for professional talent and for mercantile enterprise. In preparing this work it is the purpose to set forth in detail these attractions of natural resources, but in the review of Tacoma's many advantages it has been possible only to relate in general terms the more salient fact concerning the wonderful expansion of its foreign and domestic trade and the more surprising growth of its manufacturing and mechanical industries.

Tacoma, possessing the most attractive harbor on the Pacific Coast north of San Francisco, will, a few years hence, be the largest railway center in the west, a fact now assured by the movement of five great transcontinental railway lines, and then, as now, the commerce of Tacoma, by rail and sea, will be fostered and promoted by the abundant material resources of the State and all the country of the North Pacific Coast.

# TACOMA

**G**ROWTH of the City, expansion of its commerce and development of its manufactures are the subjects of most attractive interest when contemplating the present and future of Tacoma. A small saw mill of primitive fashion was the first building on the site of Tacoma in 1868. From a hamlet containing seventy-three persons in 1870, within the period of thirty-six years, it has grown to a city of magnitude and structural splendor, with a population of 75,000. So rapid is its present growth that a population of 100,000 can be assured within another year. It has doubled the number of its inhabitants in the past five years, or to be more exact, it has gained 32,492, or at the rate of 76.6 per cent. That rate of increase is still maintained.

The attractive forces and the underlying causes of this wonderful advancement are easily apparent and are to be found in Tacoma's superior advantages of industry and commerce. Its location at the southern extremity of Puget Sound, commands the largest and best sheltered harbor on the Pacific Coast, and it leads all other Northwest cities in foreign commerce. By sea and rail it is the most available outlet for the "Inland Empire." It is the largest manufacturing center, the largest wheat, flour and lumber market, and the coming railway center of the North Pacific Coast, being accessible by rail by easy grades from the North, South and East, and by several favorable passes over the great Cascade Mountain range. Attracted by all these advantages, and fully understanding the significance respecting the future of the wonderful development now in progress, five great trans-continental railway companies have announced their determination to build to Tacoma, and one of these—the Chicago, Milwaukee and St Paul—is now constructing its lines within the state and the others are about to commence building.

## SUSTAINED BY GREAT WEALTH OF RESOURCE.

Tacoma's claim to precedence can best be appreciated by reference to the wonderful and abundant combination of resources tributary to this market from the state. As yet the hand of industry has but little more than discovered these possibilities of wealth.

Washington was practically a primeval wilderness when it became a territory in 1853. It was admitted as a state in 1889. Its population in 1906 is about 1,000,000, with a property valuation of \$330,000,000. It contains untold wealth of natural resources. It abounds in great forests of useful timbers and vast stretches of fertile soil, producing every crop of fruit and grain indigenous to the temperate zone. Its mountain ranges hold inestimable treasure of the precious metals. Cattle and sheep feed and fatten upon a thousand hills and its lakes and streams and the mighty waters which lash its shores teem with myriads

of merchantable fish, and all the sea foods of the commercial world. From all these sources the products of industry come to Tacoma to sustain its growing population, its manufacturers and commerce, and here they pour into the ships of trade for the markets of the world. The state is now traversed by three great lines of railway, whose numerous branches, together with several important local lines, reach every industrial section, while the lines of the five great systems above mentioned, are promised for the near future. Hence Puget Sound, the beautiful inland sea, often referred to as the Mediterranean of America, will be connected at Tacoma with all the powerful trans-continental highways, thus affording an inlet and outlet between the markets of the United States and the maritime commerce of the world.

## ITS MERCHANDISE AND ITS MERCHANTS.

The mercantile life of Tacoma comprises three elements of splendid growth—its local retail custom, its wholesale coastwise and inland shipping trade and its foreign commerce. For these purposes combined, it is a city of splendid business blocks that will compare favorably with the larger cities of the east and are unsurpassed for elegance in the west; and it is a city of mammoth warehouses and a splendid system of docks, accommodating merchant ships of all the nations. The merchants, as a body, are men of business experience, of undaunted enterprise and courage and of world-wide knowledge of commercial affairs. They do business with a proper appreciation of Tacoma's proud position as the leader of the North Coast in manufacture, in export and import trade, and in many branches of general commerce, Tacoma is the chief point for the assembling of the leading products of Washington and the Pacific Northwest, these products comprising timber, wheat and other cereals. Ores of copper, lead, silver and gold, coal, fish, cattle and sheep. Tacoma has the most extensive railway freight and ocean terminals in the Pacific Northwest. It handles more railway freight and more foreign commerce than any port or city on the Pacific Coast, except San Francisco, speaking of its status before its awful disaster. The railway freight handled for Tacoma in 1905, for instance, was 73,624 cars, against 67,969 for Portland, and 66,242 for Seattle. This excess over other cities is accounted for in part by Tacoma's immense shipments of wheat, flour and lumber in which it takes the lead, the largest lumber yards in the world being located here, while every firm of consequence in the Northwest dealing in wheat, has its warehouses in this city.

As the best indication of the wonderful growth of commerce in a single year, the jobbing trade of Tacoma for 1905, amounting to \$33,351,000, increased \$5,000,000 over that of the preceding year, while bank clearings gained almost \$50,000,000, and the deposits show an increase of 25 per cent

## MANUFACTURE.

Tacoma is destined to take its place among the vast manufacturing centers of the United States. It is richly endowed by nature with the material resources and the facilities; natural water power for electrical transmission, surpassed only by Niagara Falls, is being harnessed to meet industrial requirements; coal and water from the lumber mills furnish an abundance of fuel, while cheap sites for manufacturing purposes, with rail and ocean shipping facilities are to be had almost without limit. The products reach all coast points, the markets of Alaska, the Philippines, all ports of the Orient, Central and South America, and other ports of the world. There are 394 manufactories, most of these being large concerns, and there were thirty-four new establishments in 1905, and several already during the present year. The output for the year had a value of \$37,568,783; number of employes, 10,270. The manufactories of larger productions are flouring mills, lumber mills, furniture, smelters, machine and boiler works, railroad cars and car wheels, etc., while the combination embraces almost everything requisite to commercial metropolis.

## FLOUR MILLS.

Tacoma is the leading flour milling point on Puget Sound and the largest in the Northwest. These large flour mills have a combined daily capacity of 6,000 barrels. The wheat comes mostly from the farms of Eastern Washington. Last year's grist was about 4,000,000 bushels and the larger part was carried away in ships to the markets of the world. Tacoma has handled 70 per cent. of the flour exported from Puget Sound. Other milling products of Tacoma are cereals, corn meal, rye flour, wheat flakes, rolled oats and stock feed

## LUMBER.

This is the largest lumber market and lumber manufacturing center on the Pacific Coast. Three-fifths of the lumber and coal of Western Washington lie south of Tacoma, and it naturally follows that this city is the great lumber manufacturing point of the Puget Sound country, and the leading lumber shipping port, as well. Nineteen mills are operated in Tacoma, sawing and manufacturing lumber in all useful forms. Besides these are eight large shingle mills. The largest lumber yard and mill in the world is located at Tacoma. In addition, several large lumber companies have their headquarters here, their mills being located in the surrounding country. The combined value of the lumber and shingles manufactured at Tacoma in 1905 is stated at \$5,842,375. The lumber cut was 372,500,000 feet, and the number of shingles, 346,489,000.

## SMELTING.

Of the larger industrial concerns, the Tacoma smelter occupies a most important place. Of gold,

silver, lead and copper, its total output in 1905 was \$10,646,908. It receives ores and concentrates from the Pacific States, British Columbia, Alaska, Korea and Japan; Central America, Peru, Chili and Mexico

#### SHIP BUILDING.

Ship building at Tacoma is in its infancy, but the work in that line amounts to hundreds of thousands of dollars a year. About thirty vessels have been built at the Old Town yards in the past five years. The convenient and abundant lumber supply, and superior water front locations are the chief advantages for ship building on a large scale, and some splendid steamers and other sea-going craft have been launched from this port. Tacoma has also a mammoth dry dock on which the big steamers can go for repairs and scraping.

#### THE FISH INDUSTRY.

The value of the fish output of the State is over \$10,000,000 a year, and 10,000 men are employed in the industry. Puget Sound is famous the world over for its salmon, while the lakes, rivers and lesser streams abound in fresh water fish. There are ninety-five varieties of food fish found in Puget Sound and these contribute to all the markets of the world. Vast quantities of salmon and other fish are shipped inland and exported from Tacoma, besides oysters, clams and crabs, and it is headquarters for the International Fisheries Company and the American Fish Company. Pacific Halibut and Rock Cod are shipped in large consignments to New York and Boston.

#### WHEAT.

From an acreage of about 1,500,000 there is an average production of about 30,000,000 bushels of wheat in Washington per year. The larger part of the merchantable wheat is manufactured into flour or shipped from Puget Sound ports by water and rail. Tacoma handled 70 per cent. of this proportion, while from all sources it shipped by water and rail, 4,000,000 bushels of wheat in 1905. This was less than the shipments of some preceding years, owing to the fact that about half the Washington wheat was damaged by weather conditions last year. Besides mammoth elevators on the water front, the new wheat warehouses on the city waterway are the largest in the world, being 2,360 feet in length and 148 feet in width.

#### OCEAN COMMERCE.

Tacoma possesses one of the finest harbors in the world and handles the largest share of the foreign trade of the North Pacific Coast. A total of 818 deep sea vessels entered the Tacoma harbor during 1905, discharging inward freight valued at \$17,716,791. Leaving port, 799 vessels, with 761,358 tons freight, valued at \$36,578,430, making a total ocean commerce of \$54,295,221. Inward commerce consists chiefly of ores, concentrates, furs and fish, fruits, oil, sugar and miscellaneous merchandise from California; hemp from Manilla, raw silk, tea, mattings, rice and other products from China and Japan; grain bags from India, cement, fire brick, liquors, wines, etc., from Western Europe. The outward cargoes were valued at \$23,000,000, consisting chiefly of state products, including wheat and flour, bullion and

copper, lumber, coal, general merchandise, barley, oats, hops, feed, hay flax seed, potatoes, fruits and vegetables. Canned salmon salted and cured fish, hides, tallow, bacon, hams, lard, fresh and frozen meats, butter and eggs and general merchandise, including Eastern and Western machinery, and other manufactures.

#### FOREIGN COMMERCE.

The Puget Sound district has advanced in ten years from twenty-first to ninth in the magnitude of its foreign commerce, among the customs districts of the United States. In the tonnage of the foreign trade the Puget Sound district ranks sixth. The three leading ports of the North Pacific Coast are Tacoma, Seattle and Portland. It is a fact sustained by government records, that Tacoma handles the largest share of the foreign trade. The official customs reports show for 1905:

Value of	Tacoma	Seattle	Portland
Imports . . . .	\$ 3,194,539	\$ 2,339,488	\$2,611,339
Exports . . . .	19,820,474	18,730,628	7,722,905

And for the fiscal year 1900 to 1905—six years—the difference is over \$1,000,000, Seattle and about \$3,000,000 Portland a year in favor of Tacoma. The trade between Tacoma and the Orient requires a large fleet of steamships operated by four different companies, while vessels from all civilized nations enter this port.

#### ALASKAN TRADE.

A number of wholesale and jobbing houses of Tacoma have established a large trade with Alaska and several of the Tacoma manufacturers ship their goods to Alaska markets. Others are extensively enjoyed in handling the products of Alaska. Every steamer from the north brings cargo from Alaska to Tacoma, chiefly ores and concentrates, of gold, silver, lead and copper; fresh, dried, smoked, cured or canned fish, and furs and fur skins. The most important industry in relation to Alaska is the Tacoma smelter.

#### THE RAILROADS.

The State of Washington is spanned by two great railway systems and their numerous branches and extensions, while a number of local roads reach the industrial centers. There is an aggregate of 4,153 miles of main lines and side tracks in the State, and of roads completed, projected or building, there are twenty lines. Tacoma has two railroads by which it is connected with all the lines in the state and thence with the great trans-continental systems by through traffic arrangements. Tacoma is the Western Headquarters and leading Pacific Coast terminal of the Northern Pacific railway. The Tacoma Eastern railway, now in operation from Tacoma to Mineral, is being extended toward one of the mountain passes and will form the last link of another trans-continental railway.

The Northern Pacific stands at the head of railway interests in the State, having over 1,300 miles of trackage and permeating practically every important section. From Spokane to Tacoma it ramifies the great agricultural and coal fields, and on the west side, it spreads out a network of trackage, operating several distinct lines which radiate from and center at Tacoma. The

Northern Pacific maintains mammoth shops at Tacoma for repair and car building and a splendid system of docks in the harbor for the uses of ocean commerce.

Other roads traversing the state are the Great Northern, the Oregon Railway & Navigation company, the Bellingham & British Columbia.

The next few years will witness extraordinary activity in railway construction in Washington. Besides many local projects and important extensions of the systems already established, it is announced that the five great trans-continental systems are now preparing to build to Puget Sound, with Tacoma in view as the objective terminal point. In fact, the Chicago, Milwaukee & St. Paul has definitely decided upon its plans and is now constructing its line within the state, the first work being that of grading between Auburn and Tacoma. This company has secured extensive tide water terminal facilities at Tacoma and its location has already become a nucleus for the development of real estate and building interests. It is definitely settled that the C. M. & St Paul will begin building west from Evarts, South Dakota, by the most direct and feasible route to Tacoma.

The other great systems, which it is positively announced, will continue their course to the Sound, with Tacoma the nearest point to tidewater, as their principal terminal, are The Union Pacific, the Chicago & Northwestern, the Canadian Pacific and the Gould system. The latter, it is stated, will come under the name of the Western Pacific, that the system including the Missouri Pacific, the Denver & Rio Grande and the Atchison, Topeka & Santa Fe, is to span the continent in this vast combination are to be seen the biggest railway projects in America. Their consummation will necessarily result in bringing the Great Northern and all other main lines of the Northwest to Tacoma, and as a railway center, it is the destiny of this city to become the great metropolis of the Northwest as Chicago is to the Lake region or New York to the North Atlantic.

#### THE INTERURBAN ELECTRIC LINES.

Tacoma and Seattle are connected by the Puget Sound Electric railway, whose tracks parallel those of the Northern Pacific the greater part of the distance. It is a high speed road and does both a freight and passenger business. This is conceded to be the finest interurban road in the United States. This road has a branch to Renton, twelve miles from Seattle, and an extensive logging road from Edgewood, near Tacoma, through the lumber country to the Sound. Other similar lines are projected and will be built.

#### ELECTRICAL DEVELOPMENT.

Tacoma is fittingly called the Electric City. Mount Tacoma is the most bountiful source of electric power in the United States, excepting Niagara Falls. From various sources combined Tacoma can obtain from 150,000 to 200,000 horse power. The streams that rush down from Mount Tacoma are transformed into electric power and distributed through the city for many industrial uses, and not less than 4,000 horse power is used for other purposes than lighting. The city owns

its water and light plants and the systems has proved a gratifying success.

#### INSTITUTIONAL.

##### Chamber of Commerce.

The history of the Chamber of Commerce is closely associated with that of Tacoma. It has been a leading factor in the upbuilding of the city and has done much for its commercial advancement. It is ever active in spreading abroad the facts concerning Tacoma's many industrial and commercial advantages, in aiding and encouraging the establishment of factories, inducing investments and attracting settlement and tourist travel; and it has a scedule of big work planned for the coming year.

##### BANKS.

Tacoma has fine banking institutions and all are prosperous and on a sound basis. These are the Pacific National bank, The Fidelity Trust Company, the National Bank of Commerce, the Tacoma branch of the Bank of California, and the Puget Sound Savings Bank. At the close of 1905 the total deposits were over \$10,000,000 and the bank clearings for the year, \$164,955,054.

##### STREET RAILWAY SYSTEM.

The Tacoma Railway & Power Company operate the street electric railway system, with 140 miles of track and employ 600 men. Vast improvements have been made in the past two years. It operates with large cars of handsome pattern, and its suburban branches afford one of the finest scenic systems in America.

##### SCHOOLS AND CHURCHES.

The Tacoma school district has an admirable and perfectly organized system of education. It owns twenty-four school buildings with an at-

tendance of 9,857. The assessed valuation of school property is \$25,743,807. It has a new, beautiful and commodious high school, unsurpassed among school buildings anywhere for architectural splendor.

There are many churches, representing all denomination and the attendance is estimated at 40,000.

##### THEATERS AND OTHER INSTITUTIONS.

Tacoma maintains six theatres, besides a new music hall and various other places of public entertainment. The Tacoma Theatre, erected at a cost of \$250,000, is the home of legitimate drama, with a seating capacity of 1400. The others are devoted to drama in popular lines, to vaudeville and amusements of the lighter variety.

The city has a system of beautiful public parks, both in the natural and cultivated state, and more than 1,200 acres are set aside for public recreation.

The city is well provided with hospitals, besides several private sanitariums. There are fine public hospitals, including the Northern Pacific hospital, built at a cost of \$100,000.

Andrew Carnegie gave \$75,000 for the establishment of a public library and the artistic building was erected according to the plans furnished by him. It is a well patronized institution.

Many miles of streets have recently transformed from dirty thoroughfares to magnificent driveways, paved with asphalt, thus greatly facilitating commerce and travel in the busy centers and affording delightful driveways.

##### REAL ESTATE.

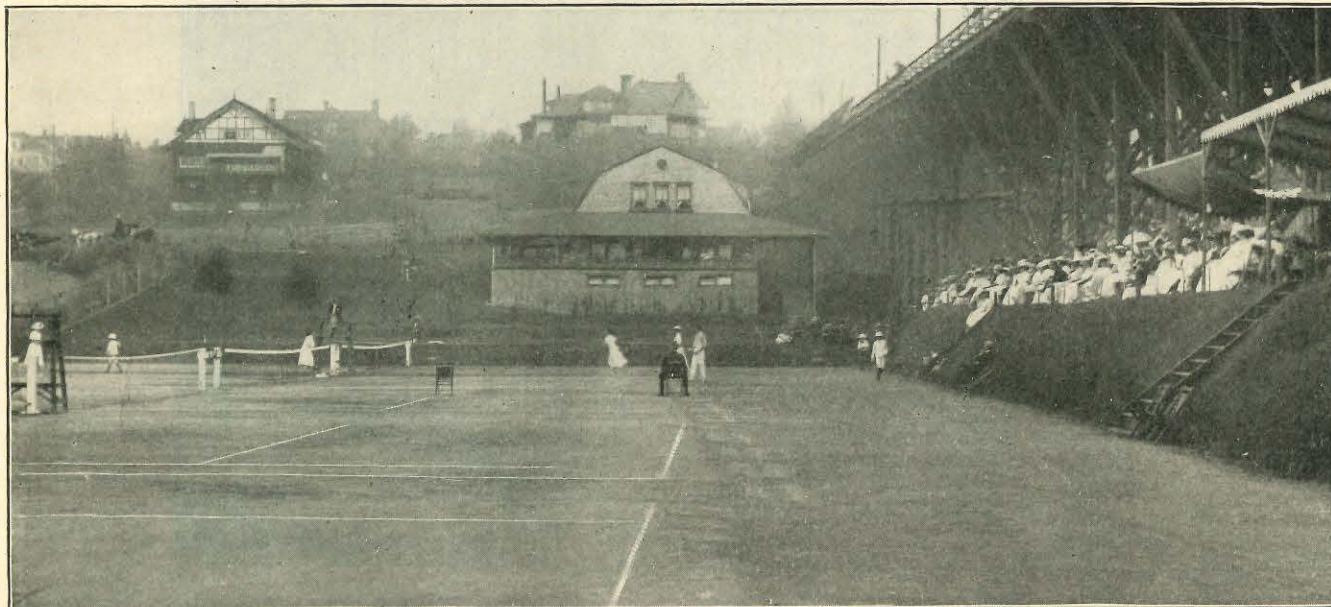
The course of the real estate market in any city is one of the best indexes to its growth of population and its commercial status. The advance made in Tacoma is steady, without the

characteristic of a boom, and fortunes have been made in Tacoma realty during the year just past, while greater fortunes are to be made in the future. The assurance of competitive railroads from the east has greatly stimulated the market and prices are now rapidly advancing. The tidelands flanking Tacoma have come greatly into favor. These lands are readily accessible to rail and sail, and all the country between Sumner, Midland and Bismarck is dotted with farms, gardens and suburban towns. Many new factories are springing up on the level lands in front of Tacoma, and here it is that great real estate activity has held sway, for the past year, while business and established residential properties are staple in the market at high and steadily ascending values. The Chicago, Milwaukee & St Paul Railway company owns 185 acres of terminal ground on the tide lands east of Puyallup waterway. Many sales of these lands and other property have been made within the past year, and eastern money is now invested here to an extent never before known. Tacoma realty is no longer a speculation, but a solid investment. To say the least, property may be bought in Tacoma at reasonable figures without fear that it will ever decline in value.

##### CLIMATE OF TACOMA.

Climatic conditions are comfortable all seasons of the year and the weather conducive to good health and longevity. The extreme variations in temperature during the past year, as a fair example, was but 77 degrees, the coldest weather being 17 above zero, and the warmest, 94 degrees, which was unusually high. The mean average for July was 65 degrees, the mean for January, 39 degrees. Precipitation in rain for the year was 36.48, the winter being the rainy season, with very little snow.

W. J. MILLIKEN.



THE TACOMA LAWN TENNIS CLUB HOUSE AND GROUNDS

Russell & Babcock, Architects



The Contracting Engineering Co., Contractors

Russell & Babcock, Architects

THE NEW HOME OF THE TACOMA DAILY LEDGER AND THE TACOMA EVENING NEWS



The Contracting Engineering Co., Contractors

Russell & Babcock, Architects

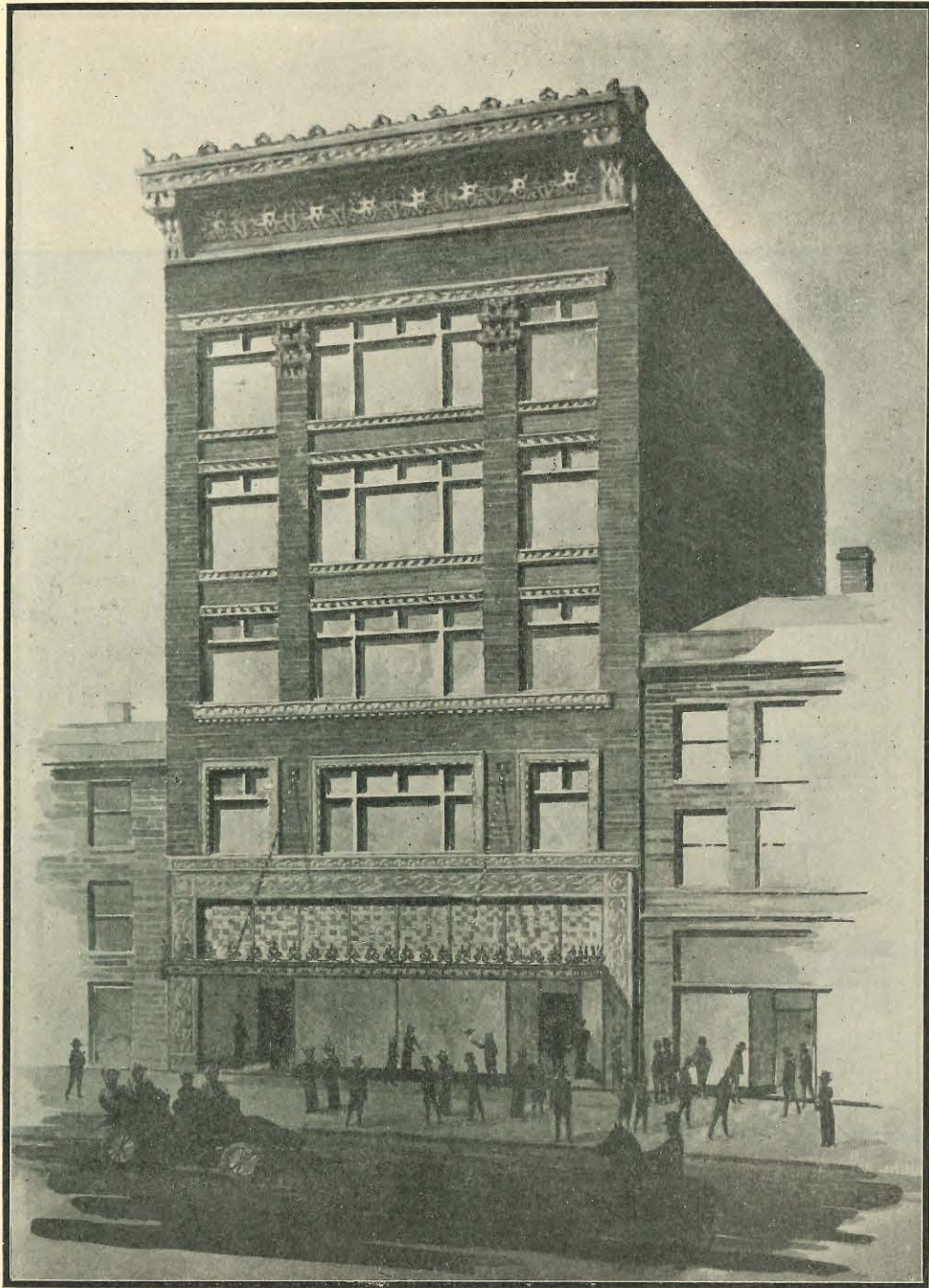
THE PERKINS BUILDING, UNDER CONSTRUCTION





RESIDENCE OF ALBERT J. RHODES

Russell & Babcock, Architects



NEW YORK BUILDING NOW UNDER CONSTRUCTION

Cowan & Black, Contractors

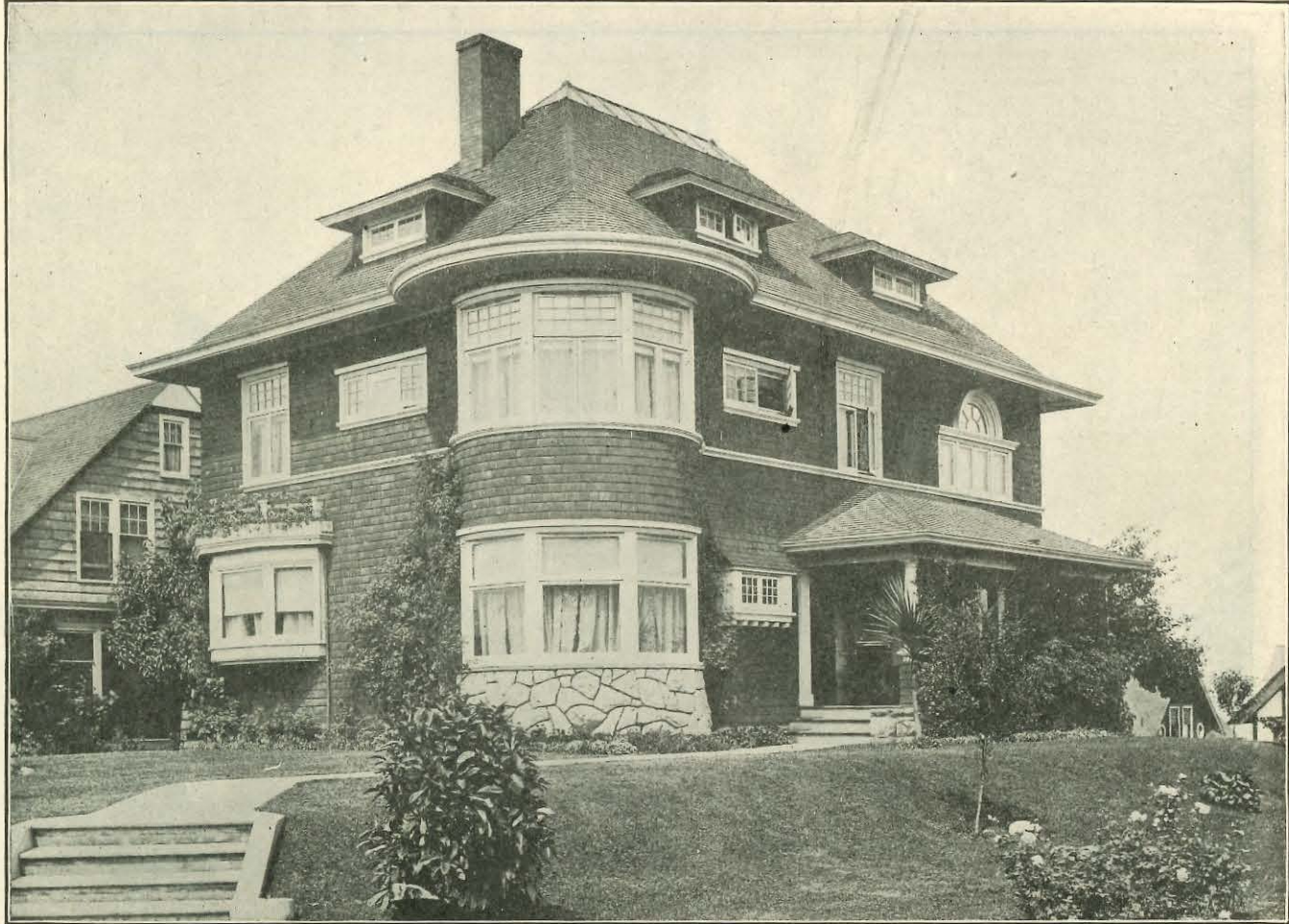
Russell & Babcock, Architects



The Contracting Engineering Co., Contractors

HOME TELEPHONE COMPANY

Russell & Babcock, Architects



RESIDENCE OF H. A. RHODES

Russell & Babcock, Architects

TPL 2627



RESIDENCE OF RICHARD VAETH

Russell & Babcock, Architects



RESIDENCE OF MRS. GEO. LEWIS GOWER

Russell & Babcock, Architects



RESIDENCE OF MRS. W. F. SHEARD

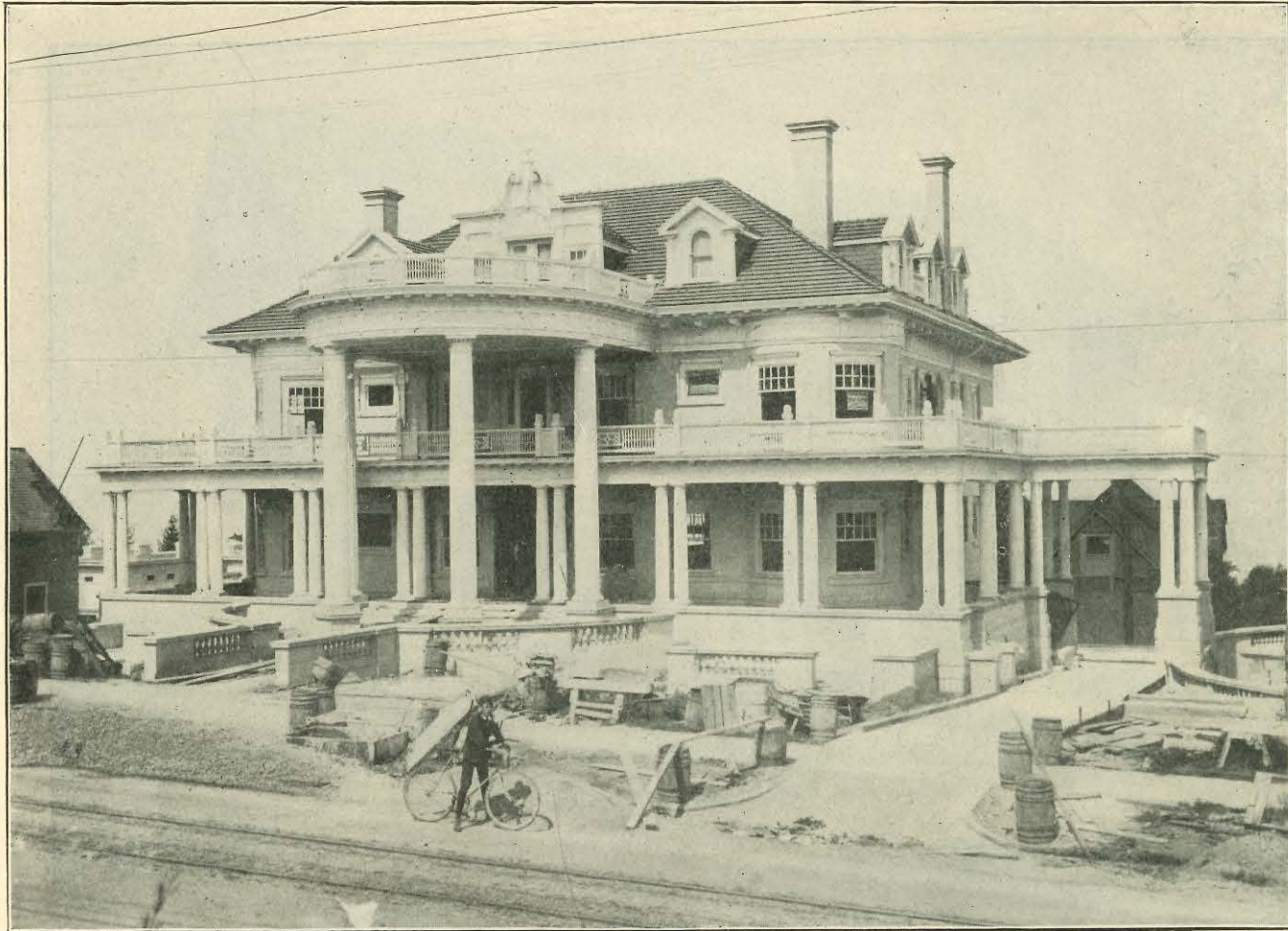
Russell & Babcock, Architects



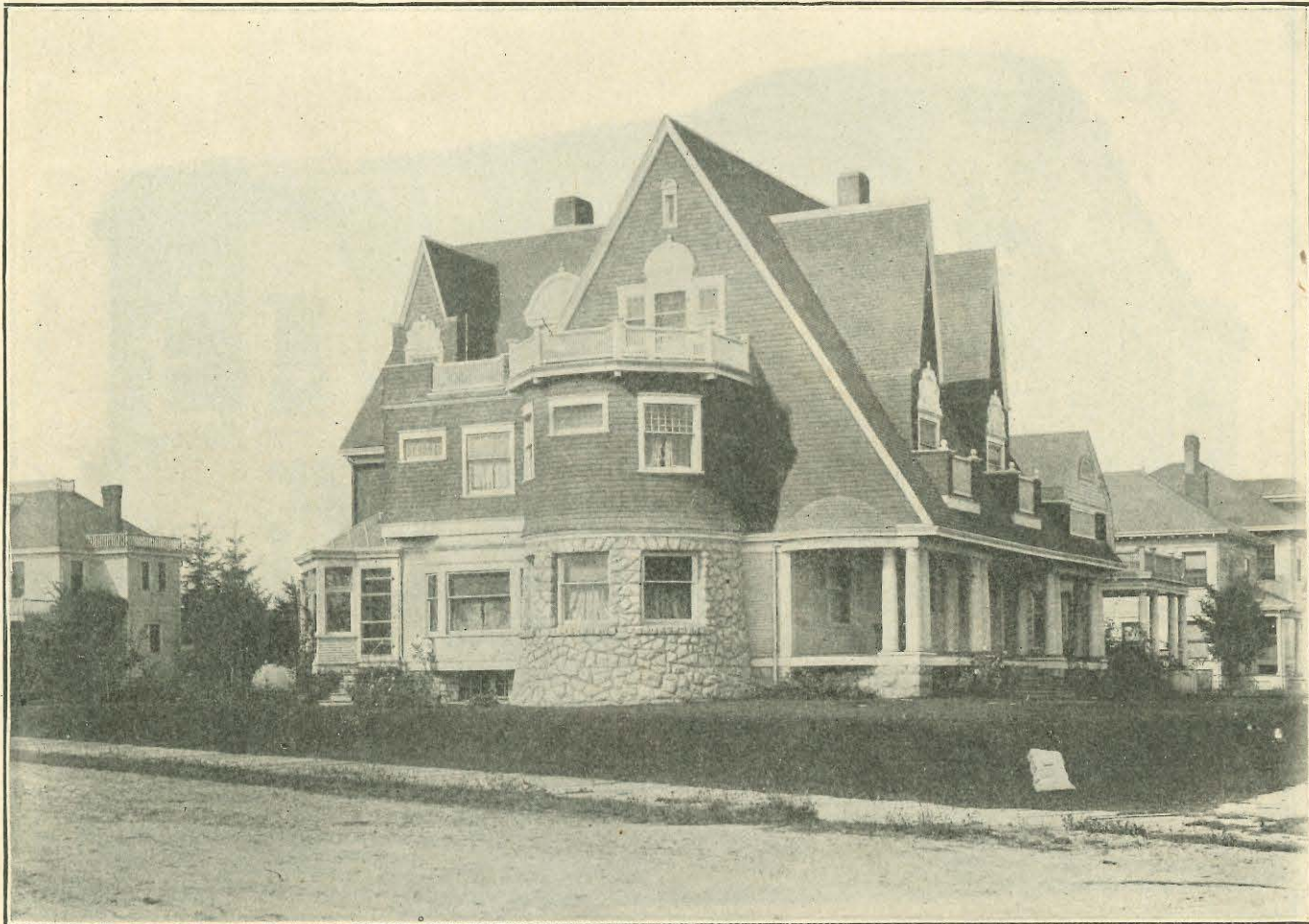
RESIDENCE OF JOHN B. STEVENS

Russell & Babcock, Architects





Miller & Biehn, Contractors    HANDSOME STONE RESIDENCE OF WM. R. RUST, ESQ. Under Construction    Russell & Babcock, Architects



RESIDENCE OF F. H. MURRAY

Russell & Babcock, Architects



APARTMENT HOUSE ON SOUTH TENTH STREET, NEAR TACOMA AVENUE  
Russell & Babcock, Architects



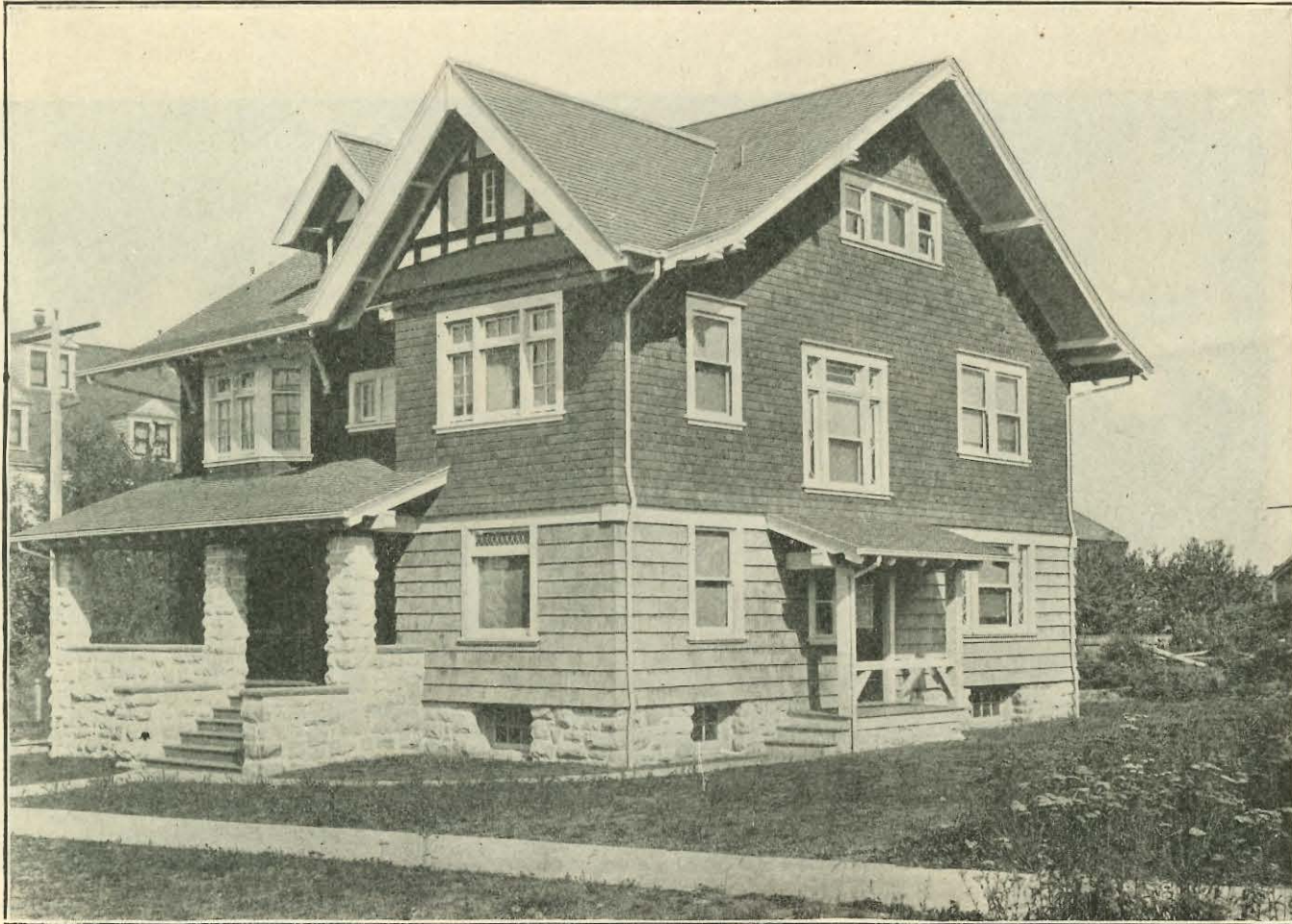
RESIDENCE OF CAPTAIN EVERETT G. GRIGGS

Russell & Babcock, Architects



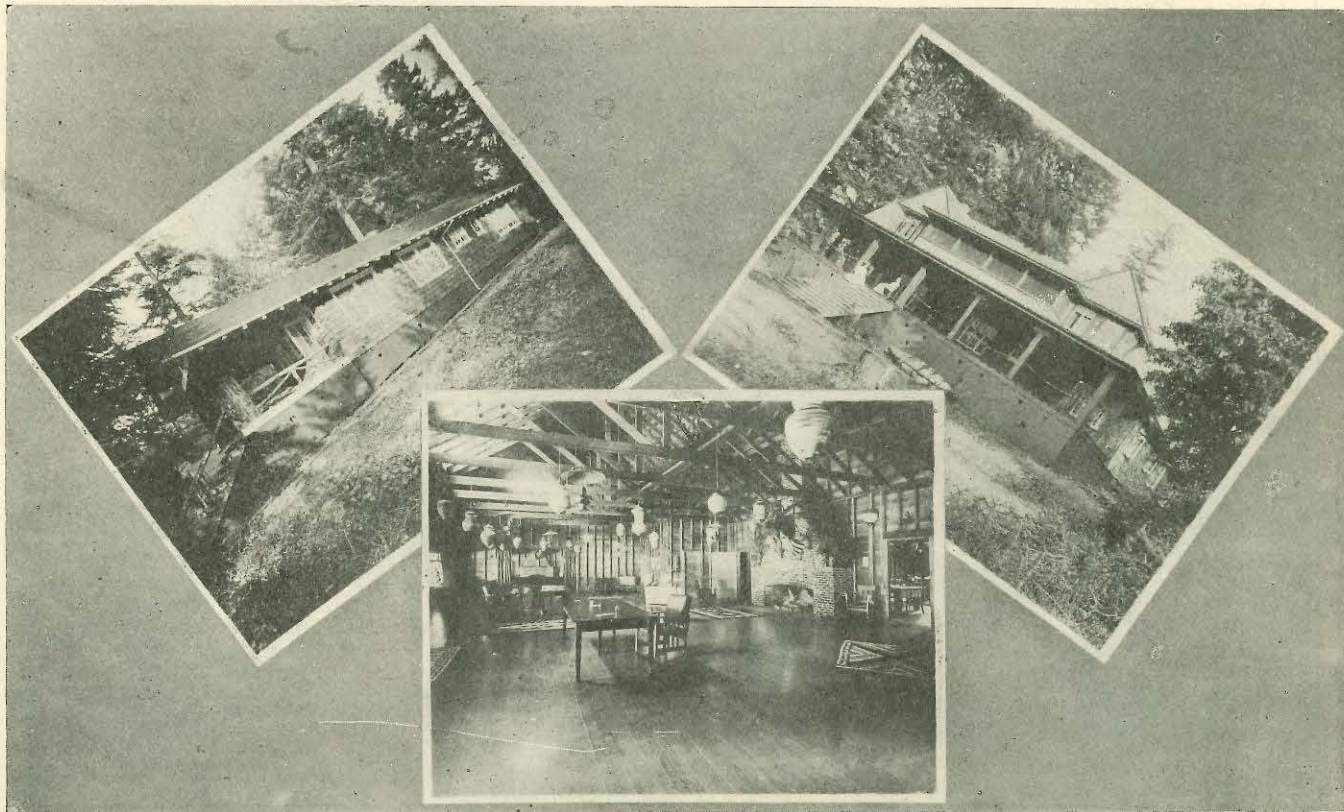
WOODSTOCK APARTMENTS

Russell & Babcock, Architects



RESIDENCE OF JOHN SNYDER

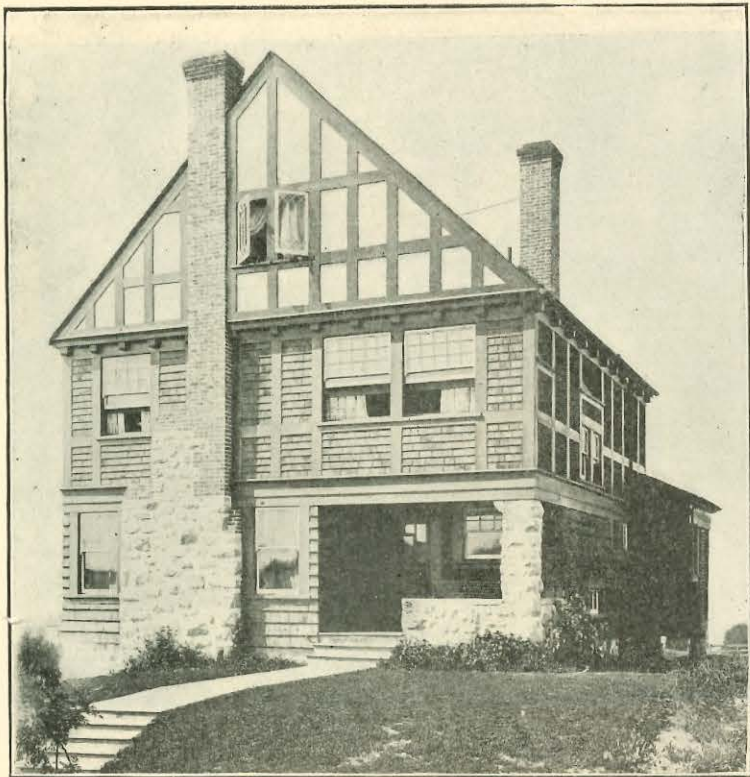
Russell & Babcock, Architects



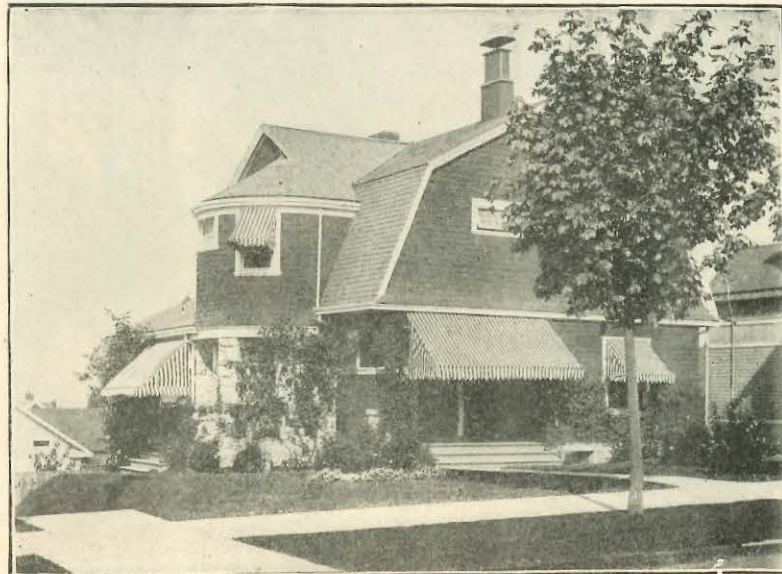
W. R. Rust's Bungalow

VIEWS AT THE TACOMA COUNTRY CLUB, AMERICAN LAKE  
Interior of Club Room

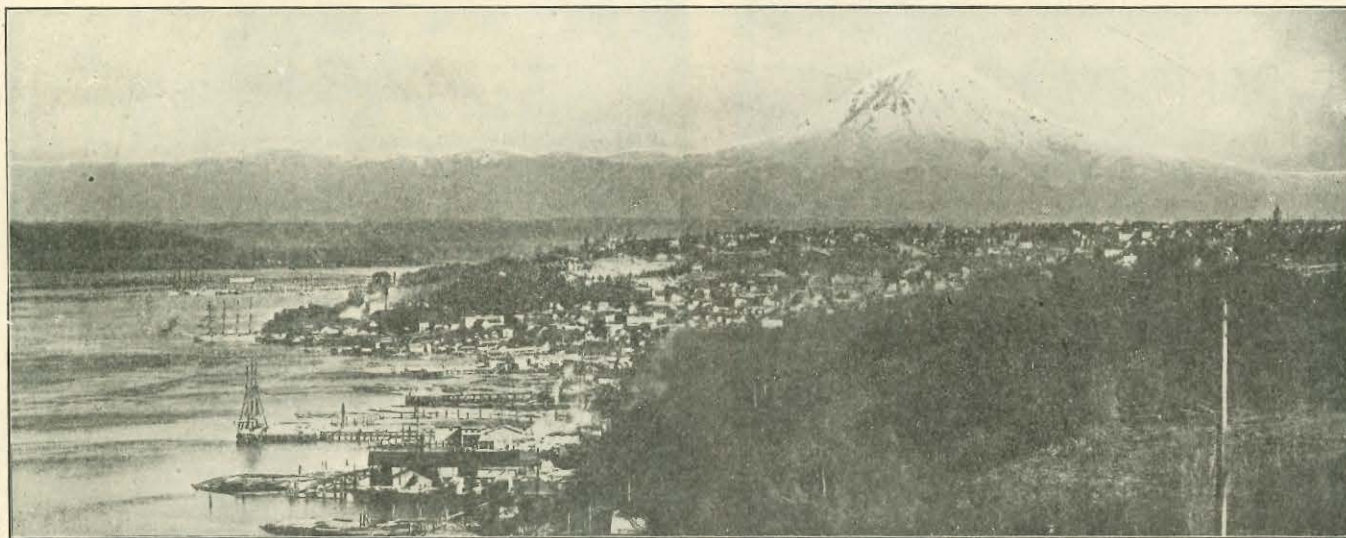
Russell & Babcock, Architects  
Col. C. W. Griggs' Country Residence



RESIDENCE OF F. L. DENMAN  
Russell & Babcock, Architects



RESIDENCE OF A. F. ALBERTSON  
Russell & Babcock, Architects

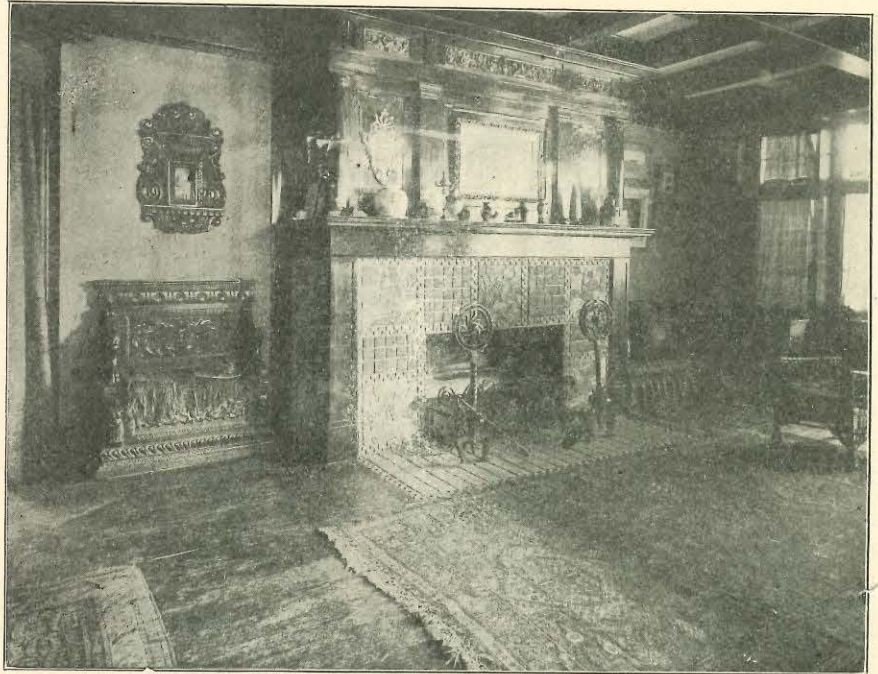


MT. TACOMA AND PART OF THE CITY AND HARBOR OF TACOMA, THE CITY OF HOMES.





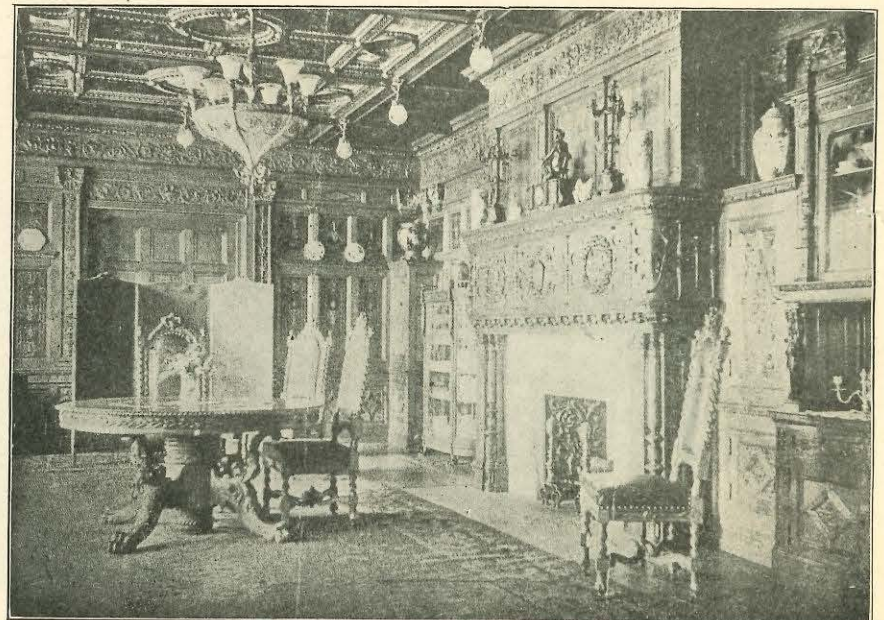
HALL IN RESIDENCE OF GEO. BROWNE, ESQ.  
Russell & Babcock, Architects



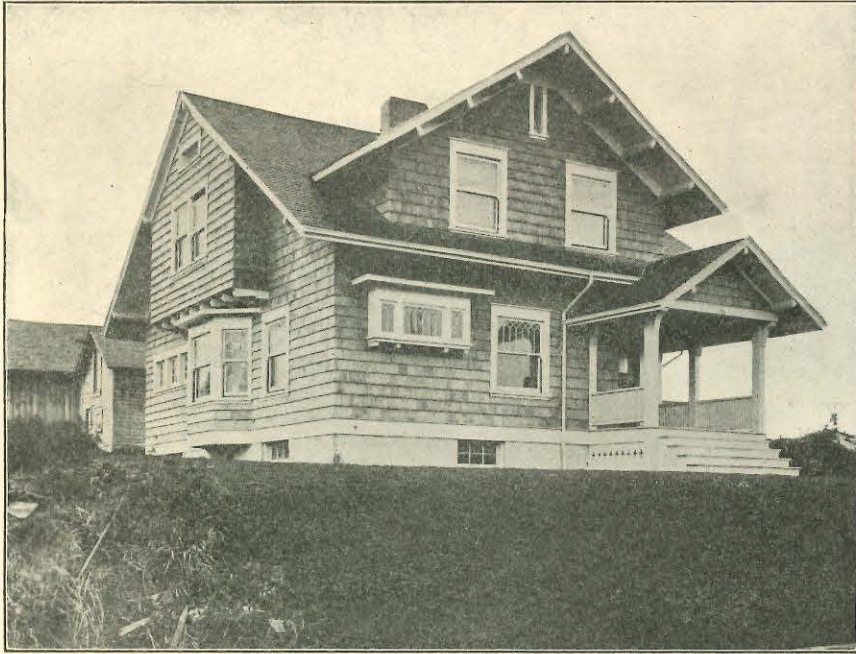
LIVING ROOM, RESIDENCE OF GEO. BROWNE, ESQ.  
Russell & Babcock, Architects



LIVING ROOM, RESIDENCE OF GEO. BROWNE, ESQ.  
Russell & Babcock, Architects



DINING ROOM, RESIDENCE OF GEO. BROWNE, ESQ.  
Russell & Babcock, Architects



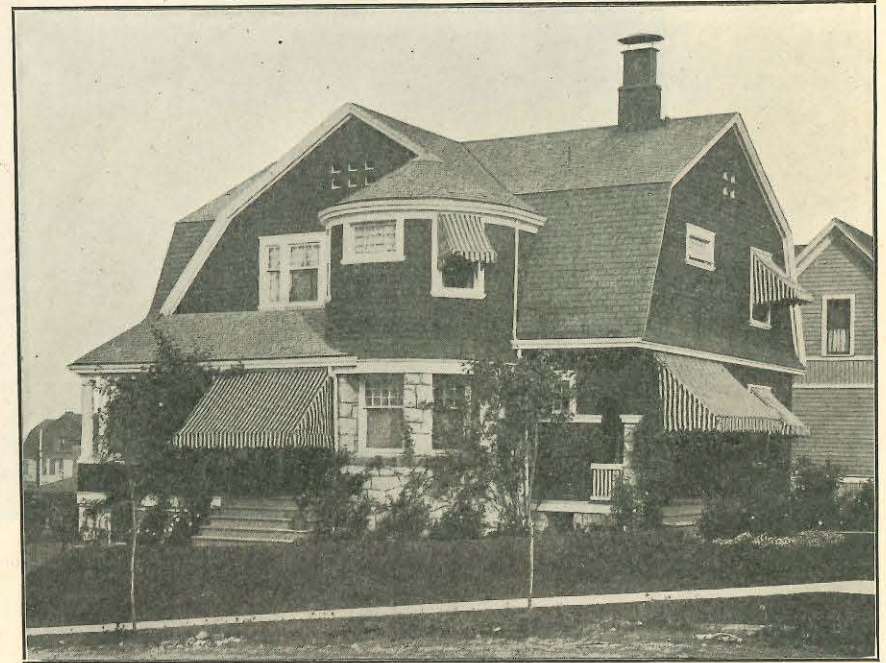
RESIDENCE OF WM. H. HARRIS  
Russell & Babcock, Architects



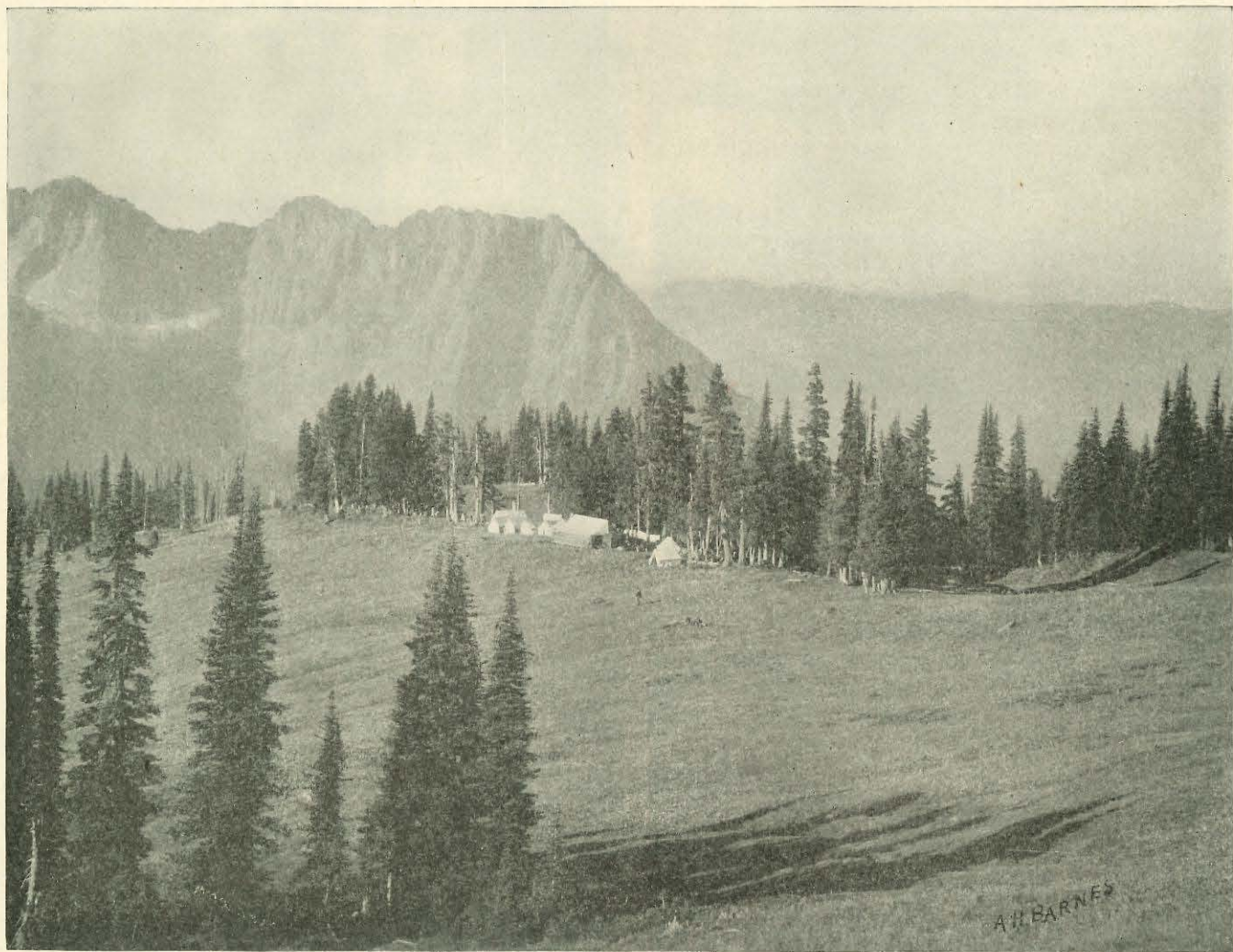
RESIDENCE OF ROY. E. DAVISON  
Russell & Babcock, Architects



RESIDENCE OF A. F. ALBERTSON  
Russell & Babcock, Architects



RESIDENCE OF A. E. GRAFTON  
Russell & Babcock, Architects



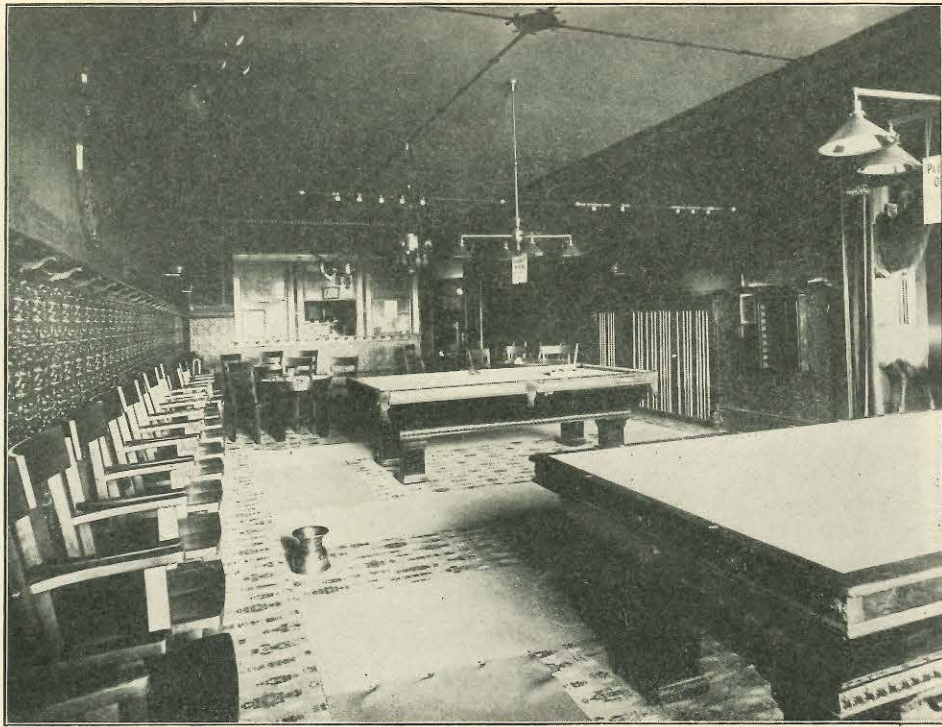
Camp Reese, on Mount Tacoma.

TACOMA  
Public Library

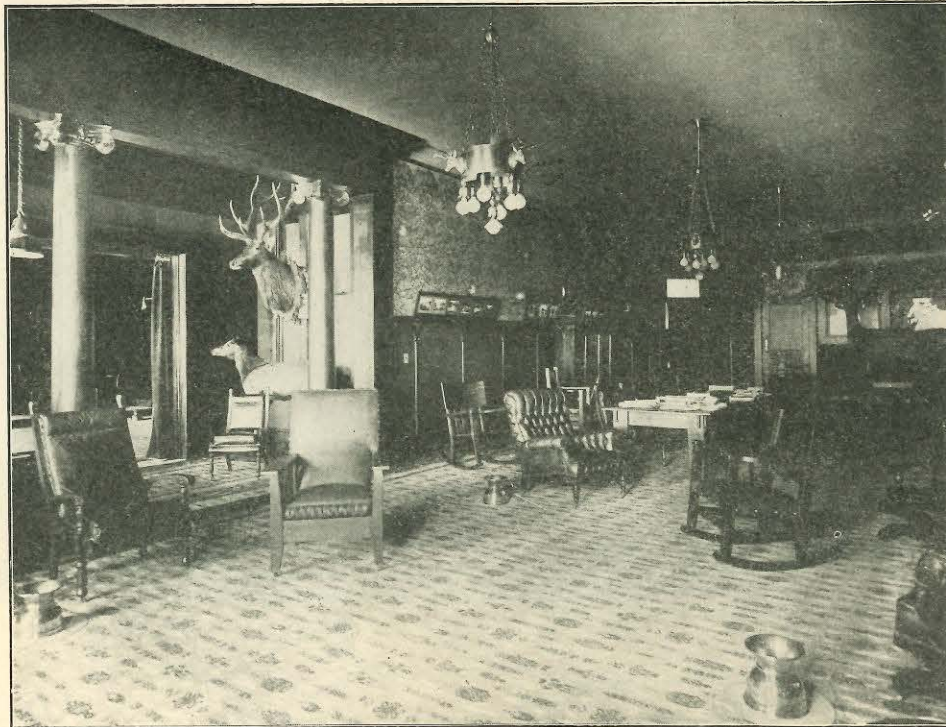
NW R cop. 1



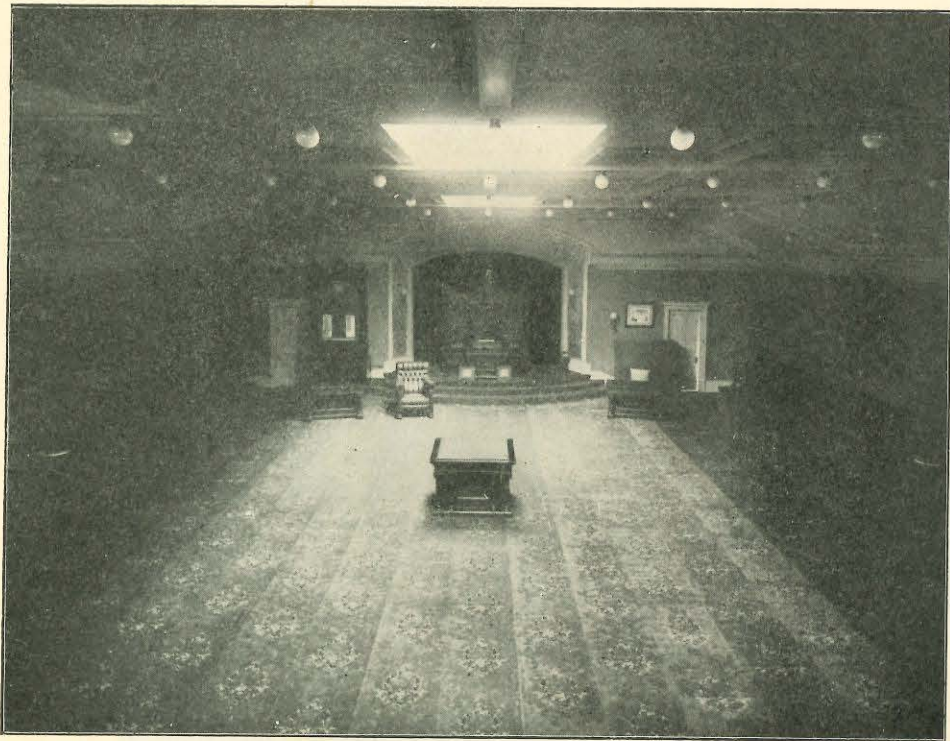
FOREST SCENE NEAR TACOMA.



BILLIARD ROOM B. P. O. E. NO. 174, TACOMA  
Russell & Babcock, Architects



READING ROOM B. P. O. E. NO. 174, TACOMA  
Russell & Babcock, Architects



LODGE ROOM B. P. O. E. NO. 174, TACOMA  
Russell & Babcock, Architects

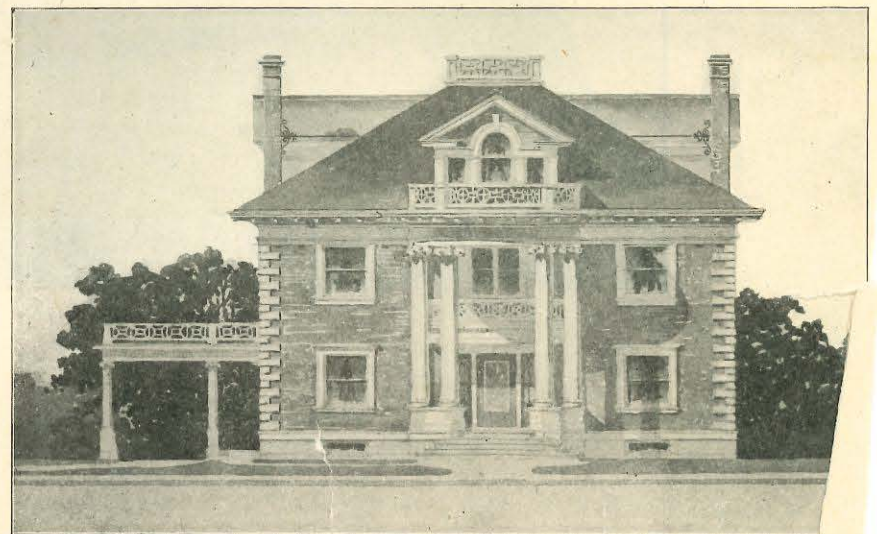


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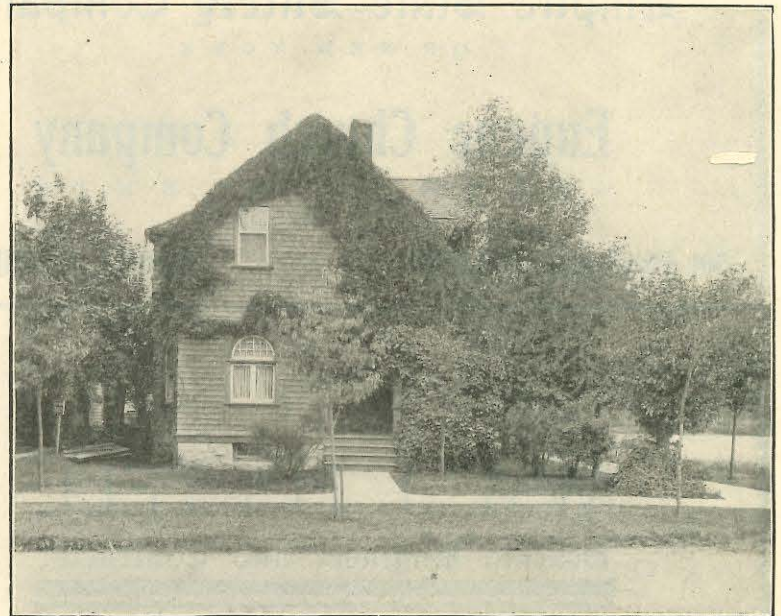
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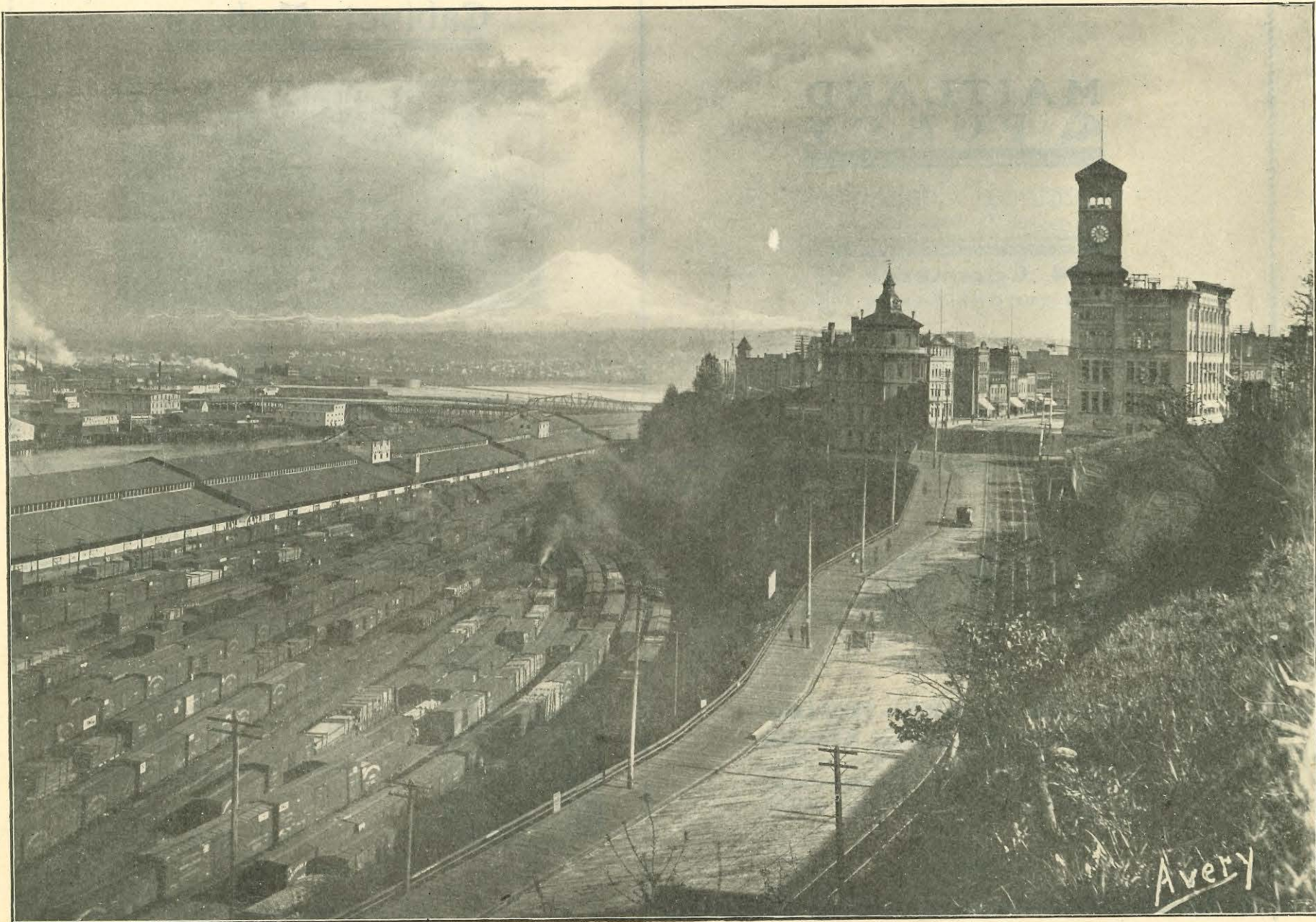


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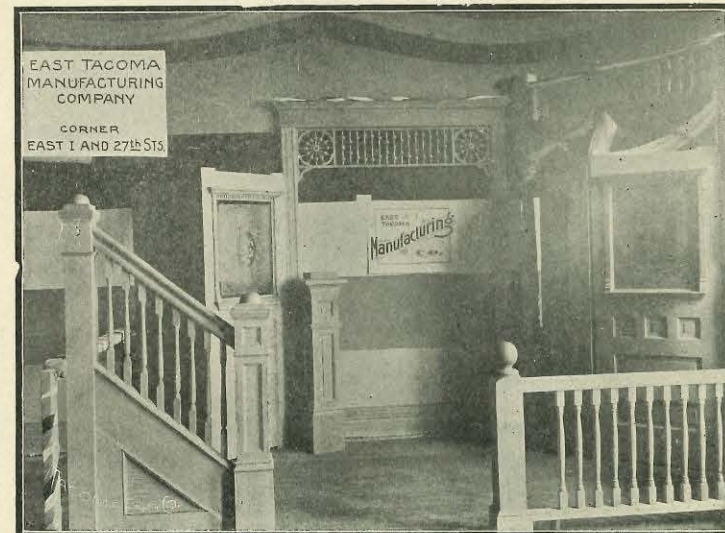
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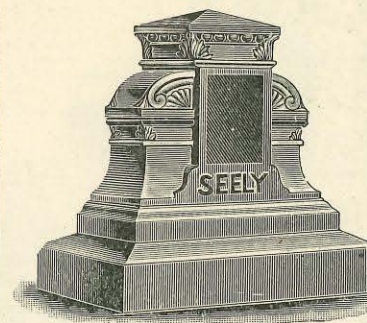
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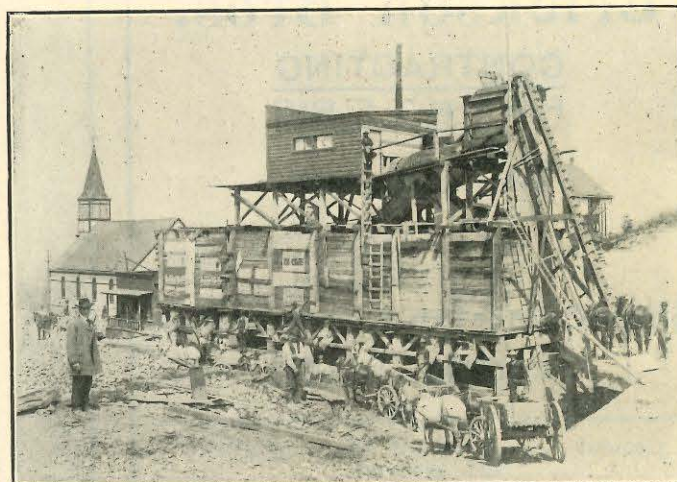
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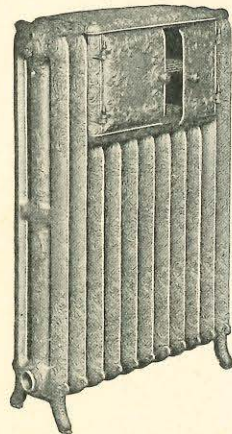
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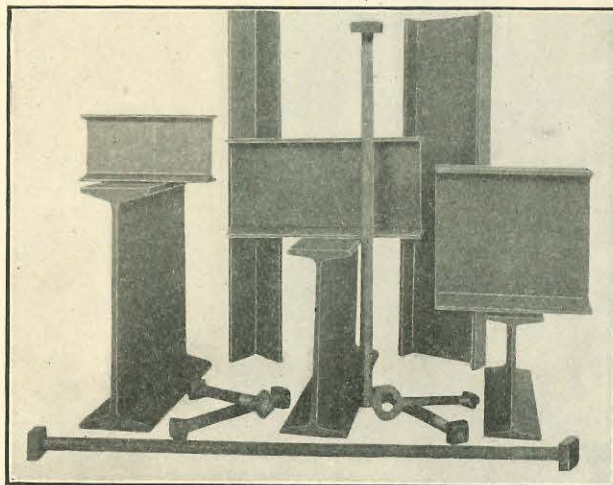
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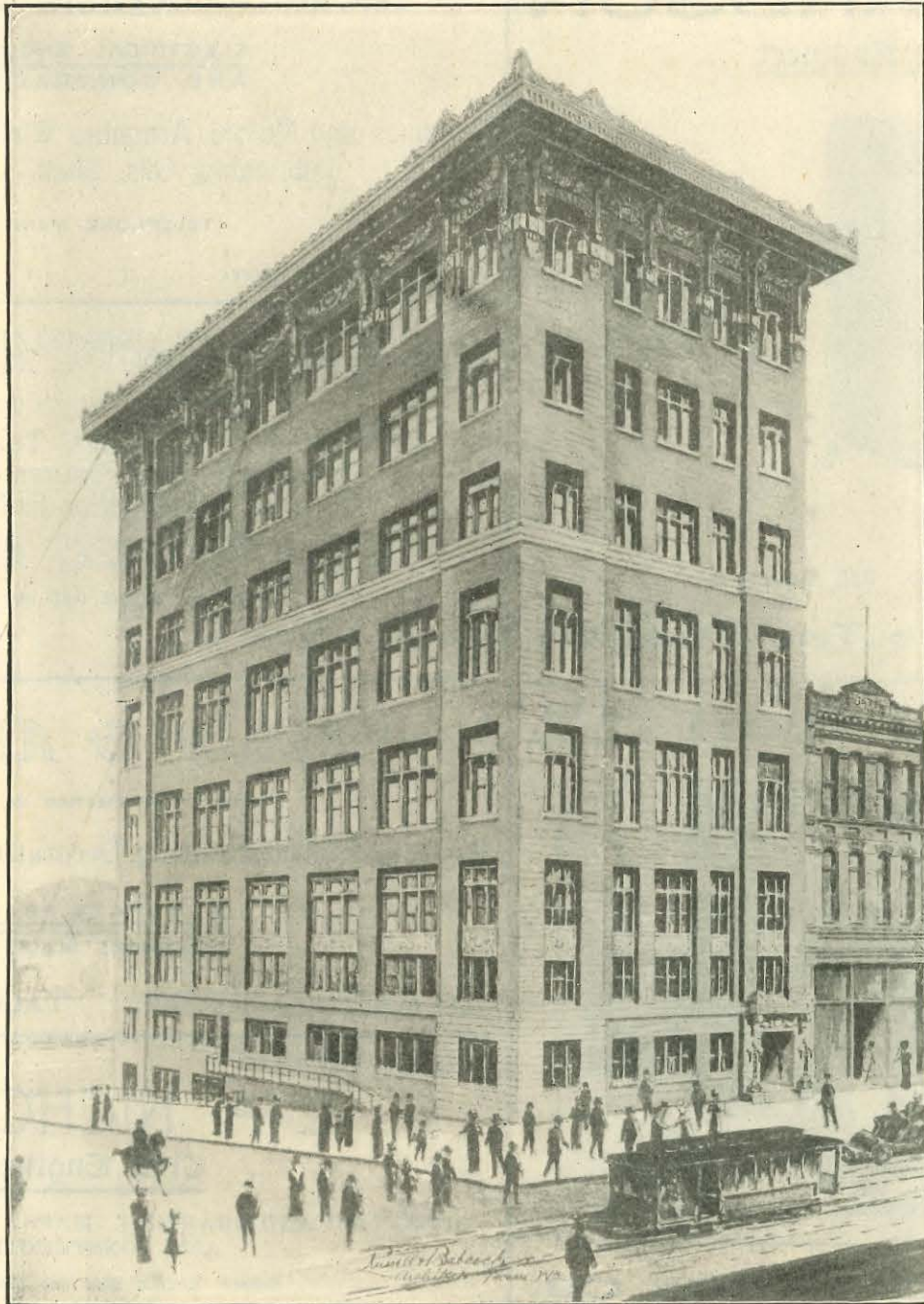
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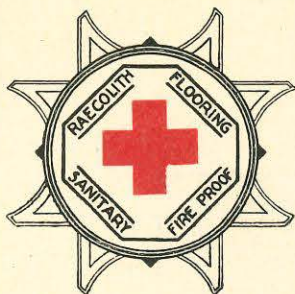
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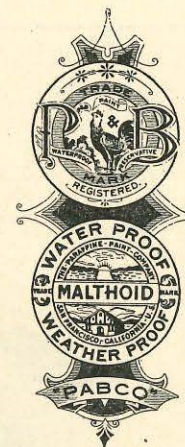
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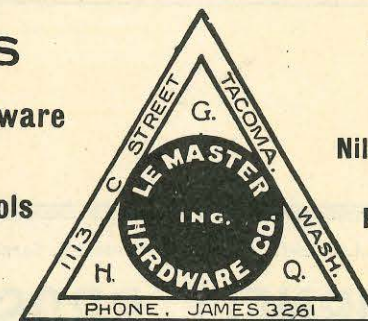
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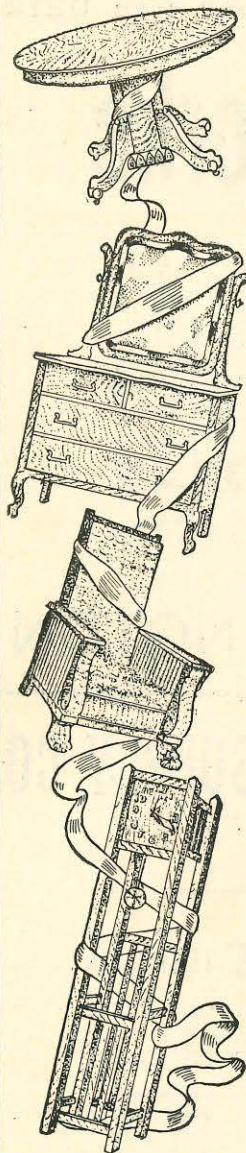
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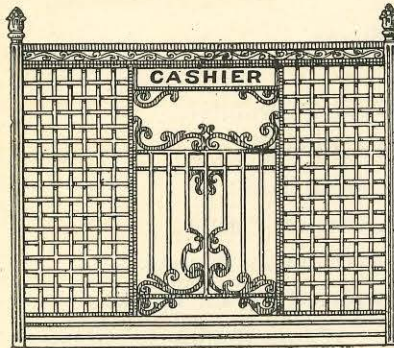
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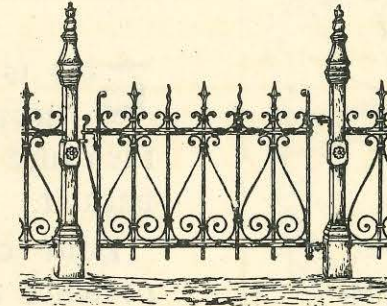
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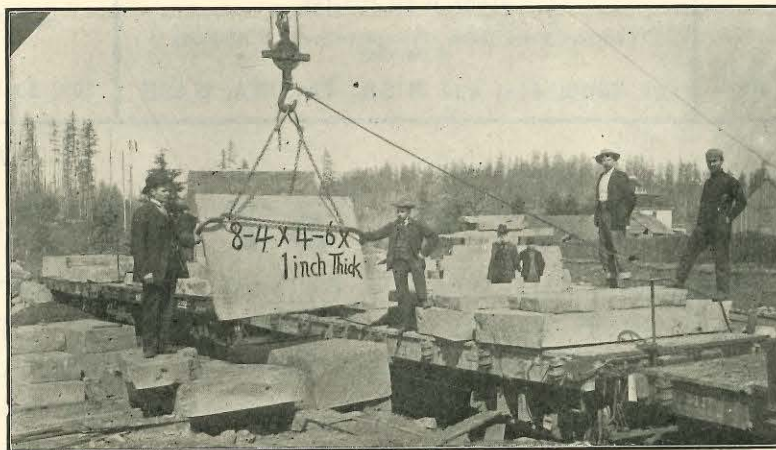
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