





One hundred years ago, the leaders of our community had a vision—to create a publicly owned port that would bring more ships, cargoes and jobs to our community.

On Nov. 5, 1918, Pierce County citizens cast their vote to support that vision by creating the Port of Tacoma—Pierce County's Port—and electing our port's first three commissioners.

This year, from July through November 2018, our port is celebrating our "100 years in 100 days." A centennial celebration gives us the opportunity to both reflect on the past and plan for the future.

Looking back, we pay tribute to our port's first three commissioners—Chester Thorne, Edward Kloss and Charles Orton—whose vision and leadership helped build a vibrant, prosperous port on 240 acres of barren Tideflats.

We also want to thank all our port staff—past and present—who have worked so hard to make our port successful throughout these 100 years. We also recognize how important having a good relationship with labor has been to our port's growth and success.

And of course, we want to thank all our customers for their confidence and belief in our port and its ability to add to their success.

Our centennial year is also a time for our commission—and our community—to look to the future and how we want to shape it. What will the Port of Tacoma look like a hundred years from now? What new cargoes, new jobs and economic opportunities can we create for our port and our region?

As port commissioners, we are committed to continuing to work with our community to discuss these future opportunities and key issues to ensure the port continues to fulfill the mission it was founded on—to bring more ships, cargoes, businesses and jobs to our community.

Your port commission is dedicated to furthering our port's important role in our region as an economic engine, an environmental steward and responsible community partner.

The Port of Tacoma Commission

Handwritten signature of Don Johnson in black ink.

DON JOHNSON

Handwritten signature of Dick Marzano in black ink.

DICK MARZANO

Handwritten signature of John McCarthy in black ink.

JOHN MCCARTHY

Handwritten signature of Don Meyer in black ink.

DON MEYER

Handwritten signature of Clare Petrich in black ink.

CLARE PETRICH

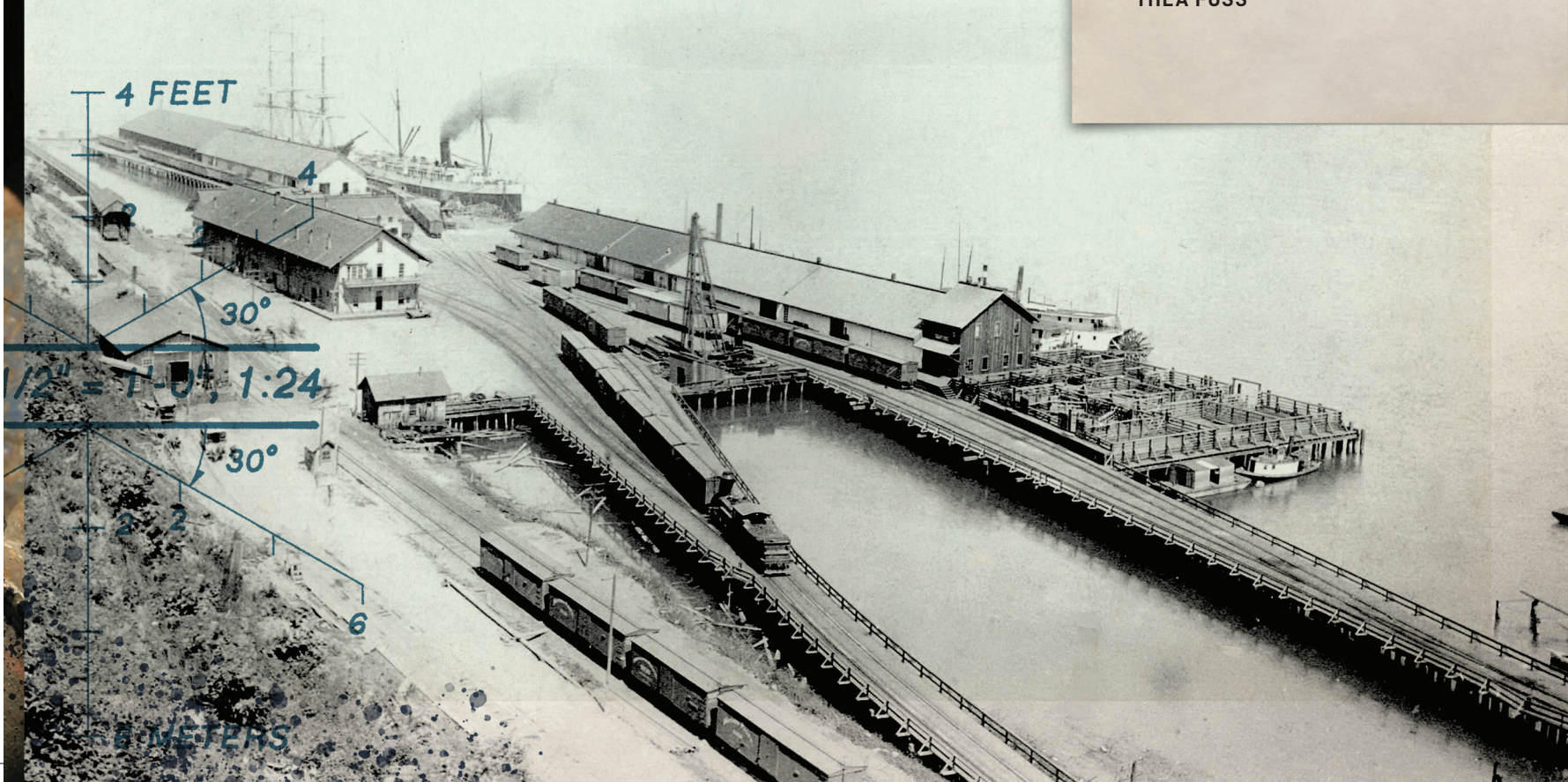
1918-2018

Portrait of a Century

PORT OF TACOMA CENTENNIAL

There are
so many things
left to do.

THEA FOSS

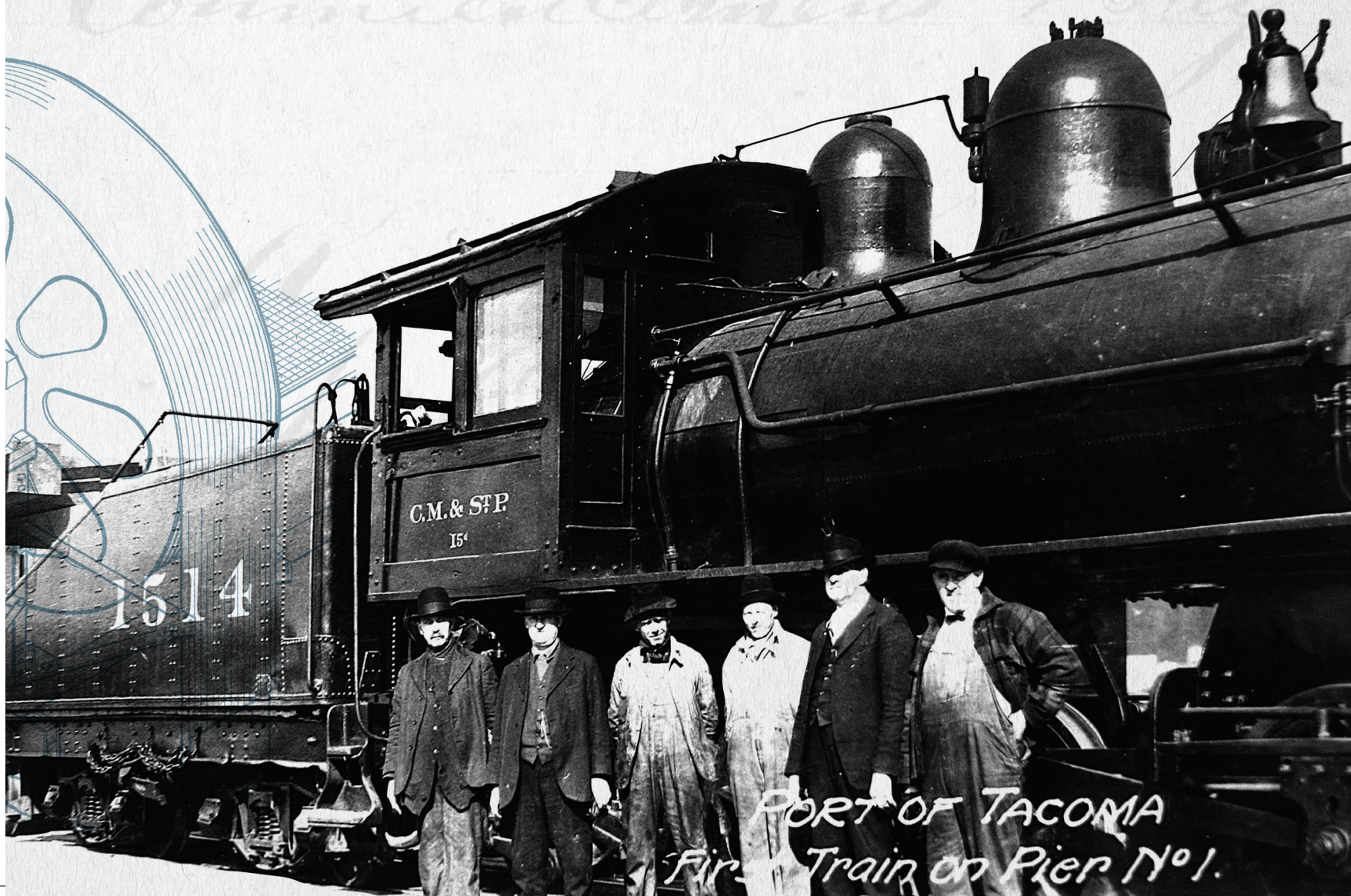




Trade is Movement

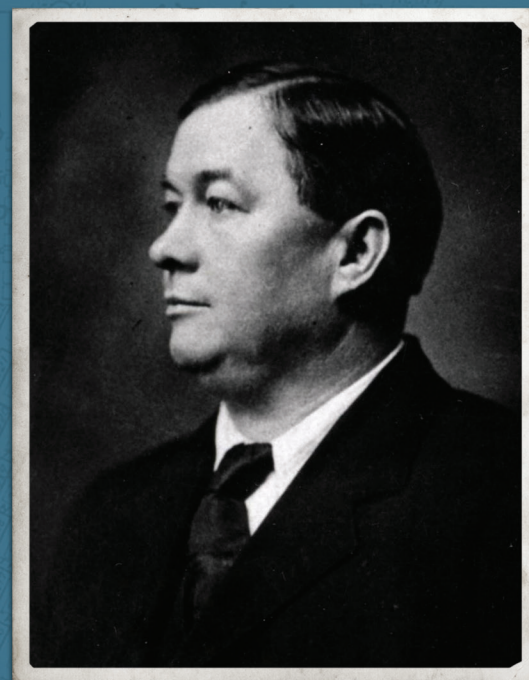
The completion of rail connections to eastern Washington spurred agricultural shipping, and by 1902, Tacoma was exporting more wheat than Portland. But farmers with more perishable crops—like apples or potatoes—struggled to keep their products fresh for shipment.

In 1911, the Washington State Legislature authorized counties to form public port districts to foster trade and development. Pierce County voters turned down a port proposal in 1912, partly due to opposition from rural areas. But a second attempt—on Nov. 5, 1918—proved successful and the Port of Tacoma was born.





EMMA SMITH DEVOE



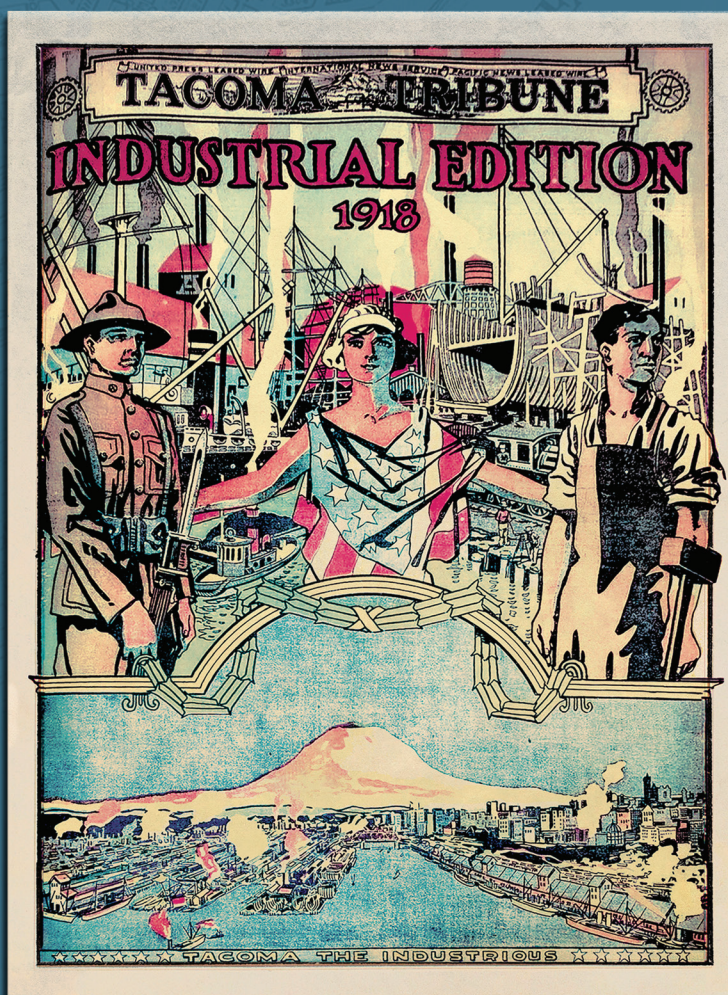
W.H. PAULHAMUS

The bond between Northwest farmers and the port remains strong today. Washington's famous apples, along with legumes, hay—even french fries—are trucked from the fields, orchards and processing plants of eastern Washington to Tacoma, bound for global markets.

Two key players helped turn the tide:

Emma Smith DeVoe, who helped lead the 1910 fight to give Washington women the right to vote, asked women to support the port cause.

W.H. Paulhamus, the influential president of the Puyallup and Sumner Fruit Growers Co., convinced farmers that a public port would bring cold storage to the docks.



Trade is People

Trade has always been a way of life for the people who made their home along Northwest waterways. For thousands of years, commerce flowed between coastal native fishing fleets and sea hunters and the people across the mountain passes. With the arrival of Europeans, a fur trade flourished.

Europeans and the native people communicated through a combination of native, French and English words known as Chinook jargon. It became the language of trade—just as today, much of the world's commerce is conducted in English.

Chinook jargon left its imprint across the landscape, in place names like the Sitcum Waterway, one of the channels inside the Port of Tacoma. Sitcum means “half” or “middle” in Chinook jargon. The Sitcum lies between the Blair Waterway—named for port commissioner Archie Blair, who served in the 1950s and 1960s—and the Puyallup River.

The port's easternmost waterway, the Hylebos, is named for Father Peter Hylebos, a native of Belgium and a Catholic priest who played an influential role in the Tacoma area in the late 19th and early 20th century.

Tacoma's longshore union committed to racial integration on the docks, and African-American men like Tacoma's Ernie Tanner played important leadership roles at a time when other labor unions excluded black workers from membership.





FATHER PETER HYLEBOS



ERNIE TANNER



ARCHIE BLAIR



PORT OF
TACOMA



Trade is People

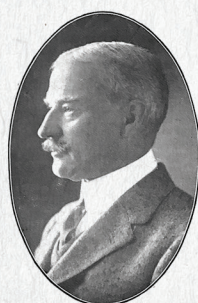
Elected in 1918, each of the Port of Tacoma's first three commissioners represented key parts of our diverse community: Chester Thorne, a civic leader and bank president, Charles W. Orton, a Sumner fruit and dairy farmer and Edward Kloss, a longshore official. Together, they hired engineer Frank Walsh to create a development plan for the port's 240 acres. On March 25, 1921, the *Edmore* was the first ship to call at the port. It loaded lumber bound for Japan.

Trade plummeted during the Great Depression of the 1930s, but during the decade the port opened the United Grain Terminal and a cold storage facility.

World War II made Todd-Pacific Shipyards—privately operated on government-owned property—a hub of military shipbuilding in Tacoma. The company launched more than 70 warships and employed more than 30,000 people, making it Tacoma's largest employer at the time.

The war took its toll on maritime trade and port leaders looked to industrial development to lead the way to recovery. After the war, the port continued to expand, purchasing land and working with the City of Tacoma and the Chamber of Commerce to attract chemical, concrete and other manufacturing companies to the Tideflats.

Today, the port industrial area includes more than 2,700 acres and connects to more than 29,000 jobs in our region.



CHESTER THORNE

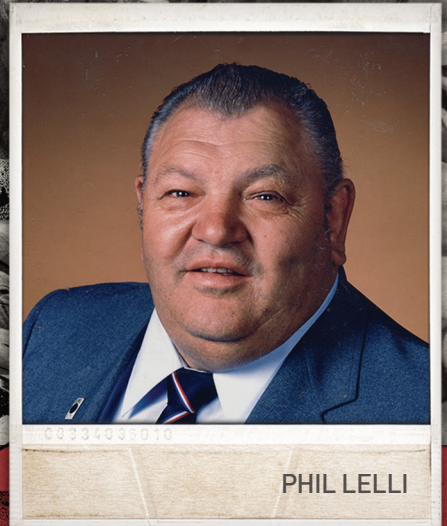


EDWARD KLOSS



CHARLES W. ORTON





Tacoma workers formed the first waterfront union on Puget Sound, the Stevedores, Longshore and Riggers Union, in 1886.

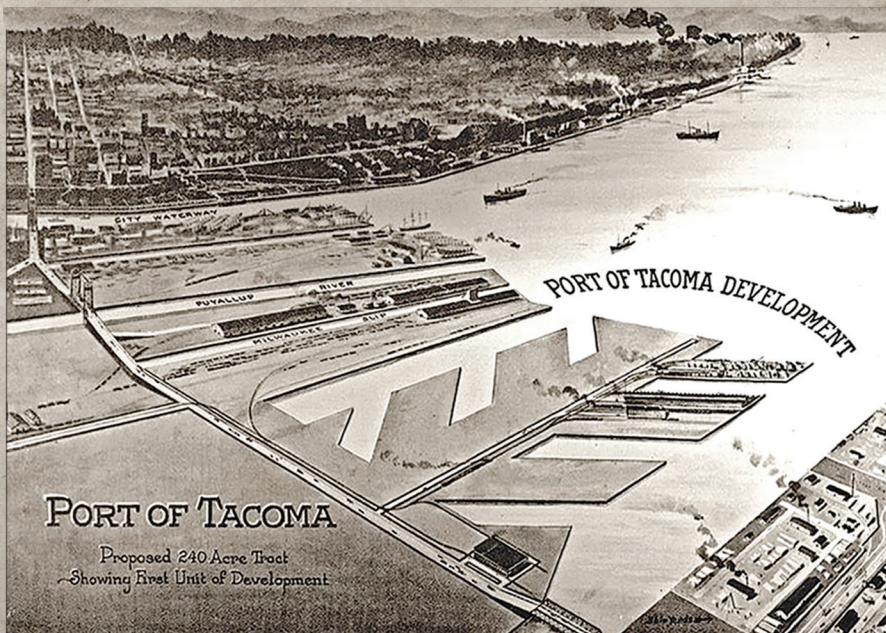
At the time, the work was backbreaking and sporadic. Men labored 10, 12 or more hours at a stretch carrying sacks of grain or timbers and unloading heavy cargo. Accidents, exhaustion and disease sometimes left disability and death in their wake.

Unions lobbied for shorter work days, improved working conditions and a hiring system aimed at equalizing opportunity. Tacoma's longshore workers developed a reputation for hard work and independent thought.

Phil Lelli started working the Tacoma waterfront as a young man in 1948. "It was kind of a macho job at that time," he later remembered. "There was no automation whatsoever."

By the 1960s, Lelli had risen from member to president of ILWU Local 23, a post he held for many years. His belief in port-union cooperation helped shepherd his members through the era of mechanization that transformed waterfront work. He also served as a port commissioner. A section of State Route 509 through the Tideflats is named in honor of Lelli, who died in 2004.

Lelli's philosophy was a simple one: "Work hard, get a lot of work into Tacoma and we'll produce more opportunity for ourselves."





PORT OF TACOMA

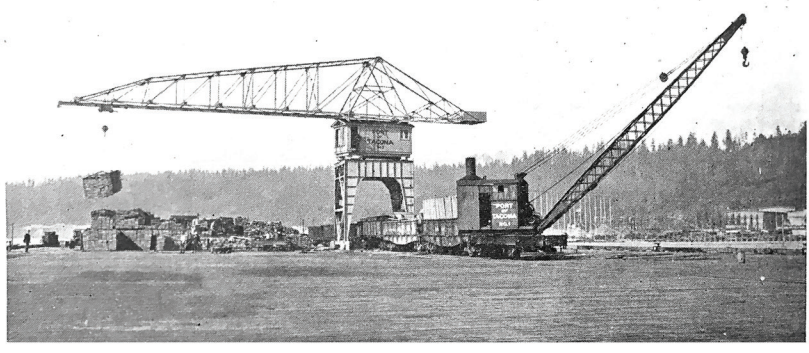
Nat'l Bank of Tacoma
Building
Tacoma, Washington

HAMMERHEAD CRANE

Built by
Colby Steel & Eng'ring Co.
of Tacoma

5-ton Capacity
at 90-ft. Radius

Reaching Beyond the
Edge of Pier 36 Feet
for Lighterage Service



The excessive cost heretofore attached to the handling of lumber from car to dock and dock to ship has been greatly reduced by the crane illustrated above. This fact, coupled with our low storage rates and generous free time privileges, makes **PIER ONE** the ideal lumber shipping point of the Pacific Coast.



Trade Drives Innovation

From the beginning, inventive ideas helped establish Tacoma as a world-class port.

In the 1920s, the port installed its first permanent "hammerhead" crane capable of lifting heavier loads than the old sling and hook system. The crane could lift five tons and was built by Tacoma's Colby Steel & Engineering Company. The port also installed an overhead monorail crane system at the Pier 2 warehouse in 1923 to increase the speed and efficiency of moving cargo.

Big changes arrived in the 1960s and 1970s as the industry introduced containerized shipping. Giant cranes could move containers packed with goods on and off ships more quickly, while trucks or straddle carriers could move them out of the terminal or load them directly onto railcars.

Tacoma opened the North Intermodal Yard in 1981—the first dockside intermodal rail facility of its kind on the West Coast. The intermodal yard focused on saving time and money. The port's longshore workers were soon setting productivity records, and more intermodal facilities followed.





Trade Drives Innovation

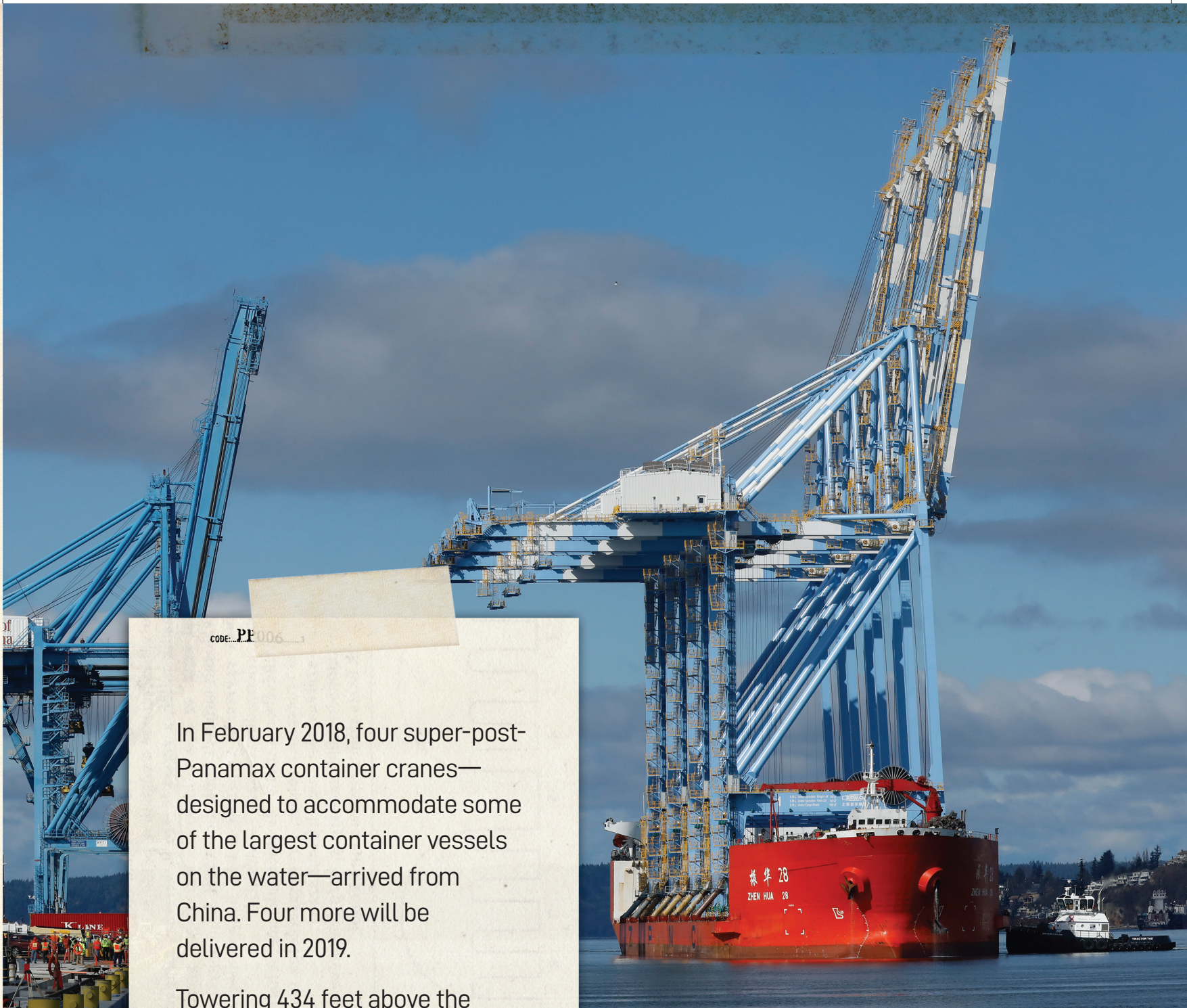
The 1985 arrival of Sea-Land and Maersk Line, the top two container shipping lines in the world, fueled a 400 percent increase in container volume for the port. "K" Line and other lines soon followed, making Tacoma the fastest-growing port in North America.

A decade later, in 1995, the port entered cyberspace as the first port in the nation to launch a website.

In 1997, a new cable-stay bridge opened over the Thea Foss Waterway providing an improved route for vehicles to cross through the Tideflats and avoid the increasingly busy terminal areas. With the opening of the new bridge, the 1950s-era drawbridge that had spanned the Blair Waterway was demolished. This unlocked the development potential of the upper Blair Waterway for the Port of Tacoma and the Puyallup Tribe.

One hundred years after the Port of Tacoma was born, innovation continues.



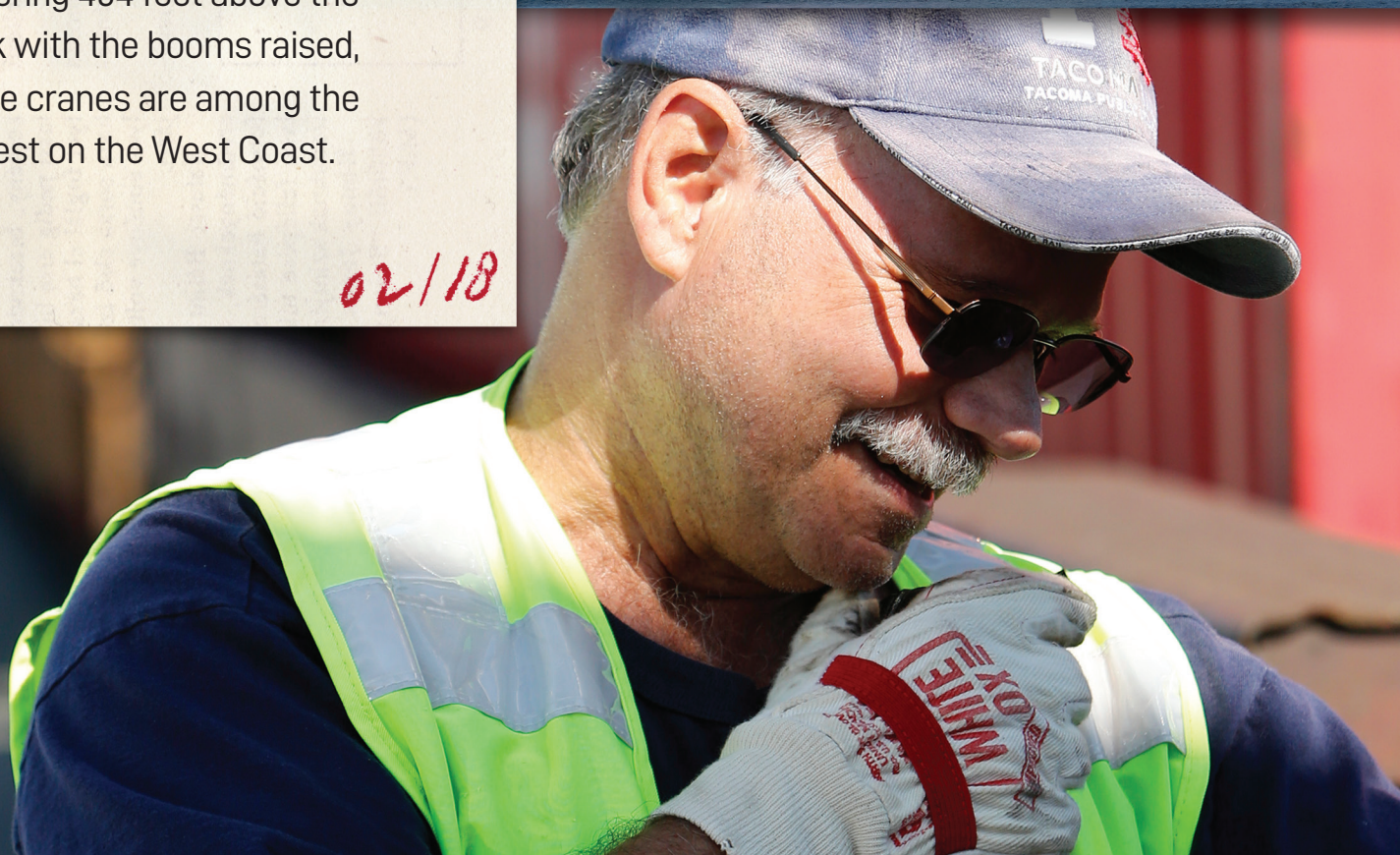


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In February 2018, four super-post-Panamax container cranes—designed to accommodate some of the largest container vessels on the water—arrived from China. Four more will be delivered in 2019.

Towering 434 feet above the dock with the booms raised, these cranes are among the largest on the West Coast.

02/18





VIEW OF
NEW TACOMA AND MOUNT RAINIER,
Puget Sound, Washington Territory.
TERMINUS OF THE NORTHERN PACIFIC RAILROAD.
Altitude of Mount Rainier, 14,410 feet.



1873

On July 14, a telegram from the Northern Pacific Railroad announces it has chosen Tacoma as the western terminus of its transcontinental line.

With the railroad came growth for the region. Tacoma's population went from 7,000 in 1885 to 36,000 in 1890.

1911

The Washington State Legislature passes a law allowing counties to establish public port districts.

1918

On Nov. 5, Pierce County citizens vote by a 5 to 1 margin to establish the Port of Tacoma.

1923

The port builds Pier 2 and a huge bulk transit facility.

1930

The port builds United Grain Terminal. The construction was backed by a \$50,000 voter-approved bond with a 4.5 percent interest rate.

1931

The Port of Tacoma's tonnage drops by 2 million tons due to the Depression.

Despite that, the port gains in exports that same year with more than 20 steamship lines calling in Tacoma.

1940

The port establishes its Industrial Development District, stretching from the Hylebos to the Milwaukee waterways.

This effort helps bring such companies as Kaiser Aluminum, Philadelphia Quartz and Ohio Ferro Alloys to Tacoma.

1953

The Blair Bridge is built.

1955

An engineering firm develops a comprehensive development plan for the port area and recommends extending and widening the Blair and Hylebos waterways.

1967

The port builds the first of two alumina domes for Kaiser at Terminal 7. The domes are used to store alumina bauxite, which is imported and used at Kaiser's Tacoma aluminum production facility.

1970

The port buys its first container crane for \$1.2 million.

1972

The port opens the Blair Terminal, which handles logs.

1975

The port opens a new grain terminal on Schuster Parkway.



1976

Totem Ocean Trailer Express ships, which serve Alaska, start calling in Tacoma.

1984

Two fully-built container cranes are shipped from Japan to Tacoma.

1985

Two of the largest container shipping lines in the world—Sea-Land and Maersk Line—both start calling in Tacoma.

1988

The Puyallup Tribal Settlement Act is approved by a vote of tribal members.

1989

President Bush signs the Puyallup Tribal Settlement.

1990

Port and tribal leaders celebrate the completion of public access amenities at the Gog-le-hi-te Wetlands on the Puyallup River.

1991

Evergreen Line starts calling at the Port of Tacoma.

1997

The Blair Bridge is removed, unlocking the development potential of the Blair Waterway for the port and the tribe.
The cable-stay bridge opens as part of the new SR 509 route into downtown Tacoma.

2001

The \$32 million Port of Tacoma Road Overpass Project is dedicated.

2004

The Port of Tacoma opens a \$144 million container terminal at the end of the Blair Waterway to accommodate Evergreen Lines's growth needs in the Northwest.
The Port of Tacoma and the Puyallup Tribe sign a cooperative economic development agreement.

2011

Puyallup Tribe leaders and Port of Tacoma commissioners officially dedicate the Place of Circling Waters Habitat Site.

2015

On August 4, the ports of Tacoma and Seattle announce a new partnership to form The Northwest Seaport Alliance to manage cargo facilities and business.

2018

Massive new cranes to be installed at Pier 4 are tracked across the Pacific and arrive in a winter storm.



Trade Evolves

Over the past century, the Port of Tacoma has grown to include more than 10 times its original 240-acre footprint.

In an effort to kick-start a Depression-wounded economy, the state Legislature in 1939 gave public ports the authority to create industrial development districts. These districts are designated areas in which specially-levied taxes could fund roads, utilities and other improvements.

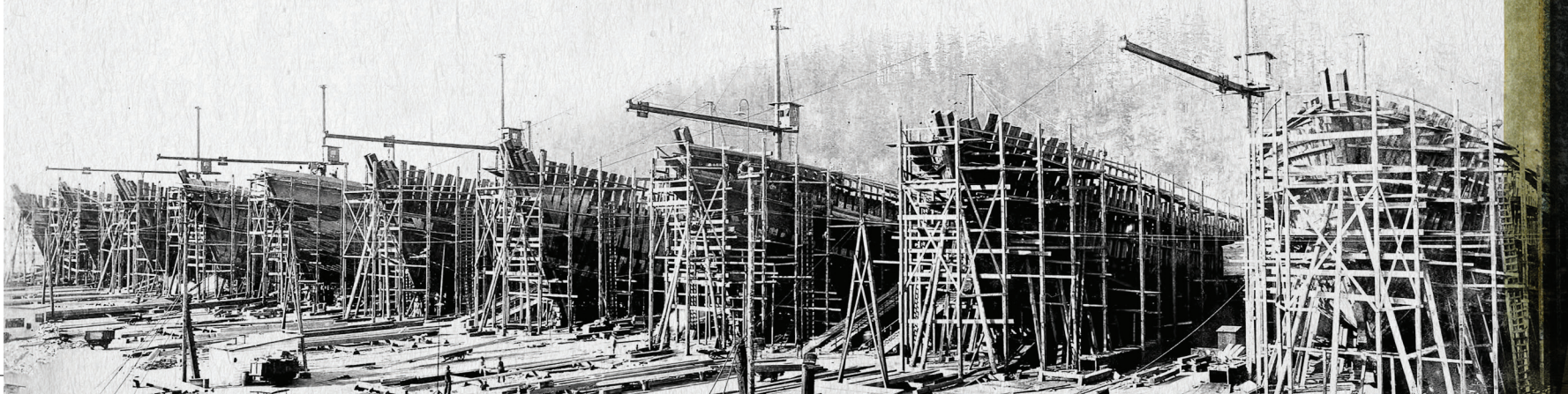
A turning point came in 1955, when the port commissioned a development plan that prompted the later extension and widening of both the Industrial Waterway (later renamed Blair) and the Hylebos Waterway to create more land for terminals and additional berths for ships.

A major addition to the port's property portfolio was the purchase of the old Todd- Pacific Shipyards site in 1959. After World War II, shipbuilding wound down and the federal government bought the shipyards. When the government declared the 182-acre property surplus, the port bought it for \$2.1 million and leased it to private companies that created more than 1,000 jobs by the mid-1960s.

In the '60s, the port helped spawn a major industrial hub about 13 miles from the waterfront with the purchase of more than 500 acres zoned for industry in rural Frederickson. The development attracted companies such as Ikea, Medallion Foods, Toray Composites, along with Boeing, which purchased its own nearby acreage. Today, nearly all of the port's Frederickson property has been sold to various manufacturing companies.

Over time, as many legacy industries around Commencement Bay slowed or ceased operations, new uses for that real estate emerged. Focus shifted from activities like shipbuilding and aluminum smelting to high-tech manufacturing in support of the aerospace industry and warehousing/distribution centers.

And today there's still room to grow, as the port continues to clean up land contaminated by old industry and return it to productive use.



PORT BUYS NAVAL STATION

76TH YEAR, NO. 821

(F)

Printed at Second Street
Hatter & Tacoma, Wash.

SUNDAY LEDGER

TACOMA, WASH., AUGUST 10, 1933—PRICE 800

THE SUNDAY NEWS TRIBUNE

Todd-Pacific Shipyard's

The port opened access to global markets and suppliers for a variety of homegrown businesses, everything from Tacoma candymaker Brown & Haley, founded in 1914, to newer firms like Gig Harbor-based Heritage Distilling Co.



EVOLUTION



Trade Changes

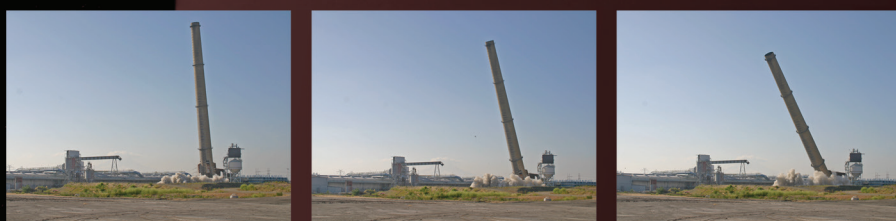
Growing industry on the Tideflats, a mix of port-owned and privately-owned properties, helped boost the economy in the lean years right after World War II.

In 1947, Kaiser Aluminum Co. acquired the aluminum plant operated by the federal government during the war. Hooker Chemical Co., later purchased by Occidental Chemical Corp., produced chlorine and other substances.

In an era before environmental awareness, many of these private companies produced industrial waste that began building a legacy of environmental damage in the Tideflats.

In 1983, the Environmental Protection Agency declared Commencement Bay and many surrounding properties a Superfund site. The designation led to aggressive cleanup efforts and dredging of contaminated sediments in port waterways.

Kaiser closed after more than 50 years in operation, and in 2003 the port purchased the site to begin cleanup and redevelopment. On July 2, 2006, a crowd gathered to watch Kaiser's landmark 500-foot smokestack come tumbling down.





In 2018, Wallenius Wilhelmsen Logistics leased the former Kaiser site from the port for an auto import and processing facility.

Today, environmental cleanup and restoration is part of the port's mission. It supports research at the Center for Urban Waters and habitat restoration at sites like the Gog-le-hi-te Wetlands in the Puyallup River delta.

The port also uses innovative methods, including the sand-and-compost-filled planter boxes that collect rainwater beneath terminal building downspouts. The boxes contain greenery that absorbs pollutants from rooftop runoff, forming a natural biofiltration system.





Trade Connects

A historic 1980s pact strengthened ties between the Port of Tacoma and the Puyallup Tribe of Indians. The tribe, drawing largely on the Medicine Creek Treaty of 1854, laid claim to sections of the port, part of downtown Tacoma, a stretch of Interstate 5 and more. Several court cases prompted negotiations involving the tribe, the port and other governments.

Tribal members voted in 1988 to accept a \$162 million settlement in exchange for their agreement to end land claims within the port, the city and certain surrounding areas.

In 1989, President George H.W. Bush signed federal legislation backing the settlement, which was deemed the largest Native land claim settlement in the country, outside Alaska.

The settlement helped jump start economic development for the tribe, including opening of the tribe's profitable Emerald Queen Casino. The port gained clear title to property that paved the way to widening and deepening the Blair Waterway, and unlocked development on the upper waterway. The landmark settlement opened the door to further cooperation between the tribe and the port.

Port and tribal leaders traveled to the Tacoma sister city of Fuzhou, China to see the Destiny Dragons—a dragon boat team that included tribal members—compete in an invitational race.

Later, the port and the tribe signed an agreement setting the stage for cooperative marketing of port and tribal lands, additional maritime expansion and economic opportunities for both parties. In 2011, tribal leaders and port commissioners dedicated a habitat restoration site at the mouth of Hylebos Creek, named "Place of Circling Waters" in Twulshootseed, the language of the Puyallup people.



The year 2018 marks a number of anniversaries along Commencement Bay—the port's centennial, and the 30-year anniversary of the land claims agreement.

Twenty years ago, the tribe hosted the Paddle to Puyallup, a traditional canoe gathering of Native peoples from along the west coast. And in 2018, the Power Paddle to Puyallup will once again draw hundreds of Native paddlers and thousands of their supporters from throughout the U.S. and Canada as canoes navigate the Hylebos Waterway and environs.

There, they'll be greeted by members of the Puyallup Tribe, whose name means "a generous and welcoming people."

Trade Connects



Maritime commerce across the Pacific has always played a key role in our region's economy, even before the Port of Tacoma was established.

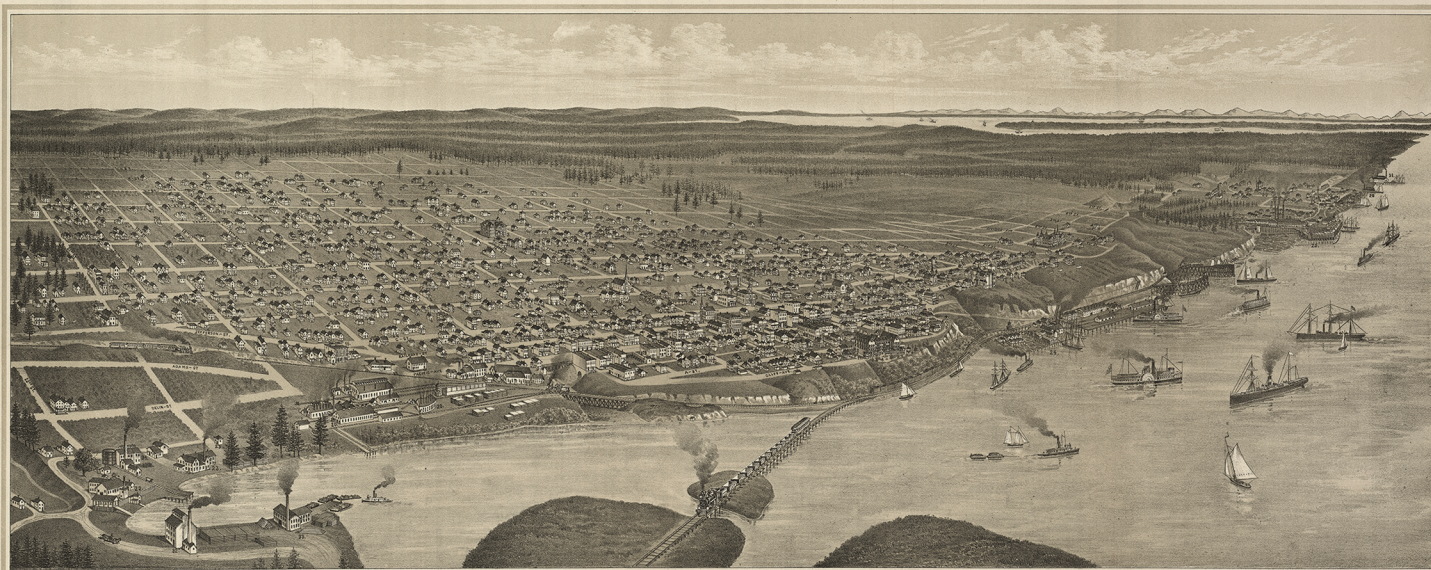
Tacomans waited into the early morning hours of Aug. 7, 1885 to greet the ship *Isabel*, laden with more than 20,000 tea chests. By 1896, half the tea imported into the United States arrived via Tacoma.

Spurred by the tea trade, Asian ships began arriving with silk, rice and other goods. In 1892, the first steamship from Asia, the *Phra Nang*, docked here. The vessel was part of a shipping line established by the Northern Pacific Railroad.

Today, China leads the port's list of trading partners. China sends electronics and industrial equipment here, while ships filled with Washington state apples and other agricultural products head from Tacoma to China.

The remaining countries rounding out the port's list of top international trading partners include: Japan, South Korea, Taiwan, Vietnam, Thailand, Australia, Malaysia, Indonesia and Singapore.

Tacoma has sister port relationships around the world. In 1989, the sister Port of Kitakyushu, Japan commemorated its centennial by giving the port a monument on Tacoma's Ruston Way



CITY OF TACOMA, W. T.
WESTERN TERMINUS OF N.P.R.R. PUGET SOUND.
1885.

1 COUNTY COURT HOUSE
2 ANDERSON'S BUILDING
3 CENTRAL HOTEL
4 MICHIGAN CHURCH
5 METHODIST CHURCH
6 CONGREGATIONAL CHURCH
7 BAPTIST CHURCH
8 PRESBYTERIAN CHURCH
9 CATHOLIC CHURCH
10 SUNDAY SCHOOL
11 TACOMA HOTEL, W. H. TAYLOR, Proprietor
12 CATHOLIC HOTEL, George H. Cook, Proprietor
13 RAILROAD HOTEL, William H. H. H. Proprietor
14 HOTEL, W. H. TAYLOR & Co. Proprietors
15 TACOMA HOTEL, J. W. WILSON, Proprietor
16 BLACKWELL HOTEL, W. F. BLACKWELL, Proprietor
17 TACOMA NATIONAL BANK, W. F. TAYLOR, Cashier

18 MERCHANTS NATIONAL BANK, W. F. TAYLOR, Cashier
19 TACOMA SAVINGS BANK, J. D. WILSON, Cashier
20 NORTHERN PACIFIC RAILROAD
21 TACOMA STEAMSHIP LINE, L. H. WILSON & Co.
22 TACOMA STEAMSHIP LINE, L. H. WILSON & Co.
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30 TACOMA STEAMSHIP LINE, L. H. WILSON & Co.

waterfront. The Port of Tacoma reciprocated, presenting its Japanese sister with a totem pole.

Tacoma's longstanding connection with China grew stronger in 2015, when Chinese President Xi Jinping visited the city's Lincoln High School. He'd been to Tacoma before, as an official from the city of Fuzhou.

In the wake of that visit, the port and the City of Tacoma created the Tacoma-Fuzhou Trade Project, later renamed the China Trade and Investment Program.

From its earliest years, Tacoma has also provided a vital link to Alaska. By 2008, about 70 percent of all shipping headed to Alaska from the lower 48 states was moving through Tacoma.

Today, both TOTE and Matson vessels call between Tacoma and Alaska, keeping the economies of our region and Alaska closely intertwined.



COALITION



THE NORTHWEST
SEAPORT ALLIANCE

Trade Connects

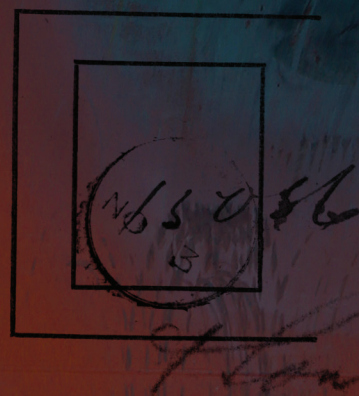
In August 2015, the ports of Tacoma and Seattle joined together to form The Northwest Seaport Alliance.

The historic partnership between the two longtime competitors was the first of its kind in North America, forming the fourth-largest container gateway on the continent.

But this wasn't the first cooperative venture between these two major ports.

In the 1940s, both the City of Tacoma and the Port of Tacoma helped fund construction by the Port of Seattle of what would become known as Seattle-Tacoma International Airport. A gilded pick used at the groundbreaking symbolized the two rival cities "burying the hatchet" to work together.

In 1995, the two ports jointly hosted the International Association of Ports and Harbors Conference, which drew nearly 600 port leaders from around the globe. Conference attendees toured both ports, and even donned cowboy hats to enjoy an evening of seafood barbecue and country line dancing at a port terminal warehouse in Tacoma.





The FAST (Freight Action Strategy for Seattle-Tacoma) initiative, established in 1998, involved both ports working for transportation improvements to improve freight movement along the Everett-to-Tacoma corridor.

Immediately after 9/11, both ports worked to secure funding for increased security measures at port terminals and facilities.

In 2015, The Northwest Seaport Alliance brought together the Tacoma and Seattle ports' investments in marine cargo terminals, broadening the reach of both Puget Sound harbors.

The alliance unified operations, planning and marketing activities of both ports, creating economies of scale to increase efficiency that would benefit all of its customers.

It also helped the two ports in their continued efforts to reduce their environmental footprint through initiatives like the Northwest Ports Clean Air Strategy.

The alliance is governed by the two ports as equal members, with each acting through its elected commissioners. John Wolfe is the NWSA's CEO, overseeing alliance operations in both the North Harbor (Seattle) and the South Harbor (Tacoma).



DESTINY

Trade is Our Future



On Nov. 4, 1918, a day before Pierce County voters were going to decide on whether to create a publicly-owned port, banker Ole S. Larsen placed a newspaper ad to proclaim, "Our future, after the war, lies over the seas, and with modern port facilities here we will get our fair share of the world's commerce." The voters agreed with his vision.

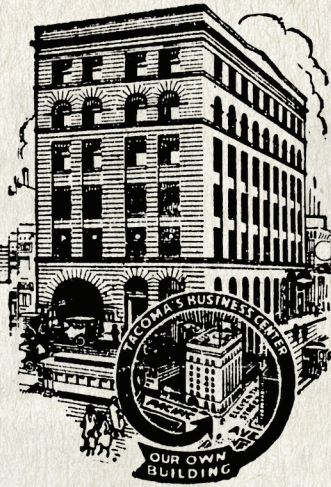
From its inception, the Port of Tacoma has looked outward, seeing opportunity across the vast blue expanse of the Pacific Ocean.

Over the last 100 years, the Port of Tacoma has been an engine driving commerce and creating jobs. Its facilities have served our country in times of war and in times of peace.

As the Port of Tacoma looks forward to its next 100 years, it remains focused on that mission: A commitment to sustainable and environmentally responsible growth.

Just as it was in 1918, the Port of Tacoma today remains dedicated to working to create prosperity for the citizens in our region and to strengthen trade ties that help create a world of opportunity.





A Message to All Our Customers Friends And Legal Voters of Pierce County

TOMORROW you will have the privilege of voting on the proposition as to whether or not Pierce County is to create a Port District and a Port Commission for the purpose of developing the Port of Tacoma as one of the great commercial shipping ports of the world...

Let us vote for the Port District and the development of the Port of Tacoma. Our future, after the war, lies over the seas, and with modern port facilities here we will get our share of the world's commerce. Let us build big docks, big ships, big industries and big banks, backed by the happy, prosperous population.

Scandinavian American Bank
TACOMA

Ole S. Larson
Vice President and Manager

PORT and CITY of TACOMA

*Annual Shipping and
Manufacturing
Review*



MIX
Paper from
responsible sources
FSC® C016514

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Tacoma Public Library Image Archives—Northwest Room, Washington State Library