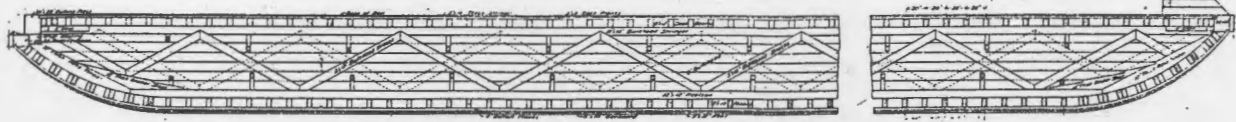
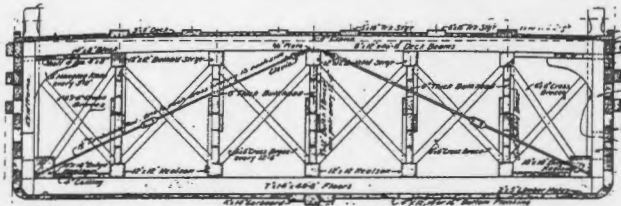


Big Barges for C. M. & P. S. Railway Company



PROFILE VIEW OF BARGE, SHOWING HEAVY CONSTRUCTION.

Work has begun and is progressing in satisfactory shape on the two new car ferries to be built by the Hall Brothers Marine Railway & Ship Building Company, at Eagle Harbor, for the Chicago, Milwaukee & Puget Sound railway. These ferries are to be used by the railway company at Tacoma, and between Seattle and Ballard.



SECTIONAL VIEW OF BARGE.

These barges will be among the first of their type on Puget Sound and competition for the work of constructing them was keen. The ferries will be 191 feet, 11½ inches in length, with a breadth outside of side bulkhead of 42 feet and outside of wearing pieces of 43 feet. The depth at the center of the barge from the top side of the deck beam to the bottom of floors is 11 feet.

The construction of the barges is necessarily heavy, and bulkheads are 6 inches thick. The track stringers are 5 by 6 inches; 6 by 16 inches, and 7 by 16 inches.

The ferries are arranged with three tracks and will handle twelve cars. It is understood they will be operated by tugs, which will either be built by the company or purchased.

ELECTRICITY ON CANADIAN PACIFIC RAILWAY.

"The official announcement from Winnipeg, headquarters for the western half of the Canadian Pacific system, that its lines through the mountain section will soon be electrified, is a notable sign of the times," says the Boston Transcript. "The Canadian Pacific experiment is decidedly new. Heretofore electrification has taken place only in regions of dense population and very highly congested traffic. The mountain section of the Canadian Pacific railroad is single-track line, of relatively infrequent passenger service and a good deal of freight. It would not be troubled by trespassers, or many grade crossings, and these are objections to the ordinary electrification of the steam railroad. Western Canada is a region of rather high-priced fuel, a factor which puts water power on the favorable side of the ledger. With the observation cars which are run from Banff to Sisamous Junction the substitution of electricity for the cinder-throwing locomotive is sure to prove an enormous factor in the development of 'scenic route' business. No subject was more seriously debated in connection with our own first transcontinental line than that of fuel, it being then feared that it would hardly be possible to transport the necessary coal for such great distances from all supposed sources of supply, and other substitutes were discussed before our first locomotive ever pushed its headlight across the plains. It would be odd if, after all, something should finally supersede the coal of which our original projects were so long doubtful. But it may be some time before the Canadian Pacific railroad's example strikes our Rocky mountain lines."

MORAN ENGINEERING CO. TO ENTER BUSINESS FIELD.

The Moran Engineering Company, which was recently incorporated under the laws of the state of Washington to engage in general machinery and contracting business, has opened temporary offices in the Maynard building. John M. Moran, son of Robert Moran, is president and treasurer of the company, the other members of the firm being James D. Mudge and Harold G. Stern, both of whom were formerly connected with Caldwell Brothers. The capital stock is \$20,000.

In a short time Mr. Moran will erect on First Avenue South, between Atlantic and Connecticut Streets, a four-story fireproof concrete building. The engineering company will occupy the ground floor and basement of this building, the upper stories to be rented to business concerns. At the back end of the building will be located railway tracks, which will permit the firm to load and unload from cars at a minimum cost. Every modern appliance will be placed in the building and the firm will go after business on a large scale. Besides general machinery accounts the company will secure several agencies for well-known gas engines. Mr. Moran will handle this end of the business, as he is thoroughly familiar with this line of work, having put in nearly a year in the factory of the Standard Motor Construction Company, at Jersey City, New Jersey.

U. S. COAL OUTPUT FOR 1908.

The Geological Survey announces that the American coal production last year was as follows, compared with the previous year:

In 1907 the production reached the unprecedented total of 480,363,424 short tons, of which 394,759,112 short tons were bituminous coal and lignite and 85,604,312 short tons were Pennsylvania anthracite. Letters received from state officials and others closely in touch with the coal-mining industry in the several States indicate that the bituminous coal production in 1908 was between 320,000,000 and 330,000,000 tons, or practically 70,000,000 tons less than in 1907.

The railroad shipments of anthracite in 1908 amounted to 64,237,076 long tons, or 71,945,525 short tons, as compared with 67,109,393 long tons, or 75,162,510 short tons, in 1907, indicating a decrease in the shipments of this product, which, except for the very smallest sizes, is now used almost exclusively for domestic purposes, of 2,872,317 long tons, or 3,217,005 short tons. This would indicate a decrease in the total production of anthracite of 3,580,000 short tons.

The Pacific Yacht & Engine Co. announce that they have contracted for a new 50-footer for one of their customers.