

Vulcan Iron Works to Erect Large, Modern Plant

The Vulcan Iron Works, Seattle's big manufacturers of all classes of machinery, has purchased a very fine site, centrally located, for the erection of a plant that will be superior to anything of its kind in the West. This site, which is just two blocks south of the present works, has a frontage of 540 feet on Second Avenue South, and 270 feet in width from Connecticut Street, south. The property is at present being filled from the Jackson Street regrade to full elevation, which work should be completed in about five weeks. As soon as the fill is completed operations will be begun on the erection of the buildings, which will consist of the following:

Supply and jobbing house, 100 feet wide, 270 feet long, and 7 stories high. Concrete, steel and brick will be used in the construction of this building.

Foundry, 106 feet by 150 feet.

Machine shop, 90 feet by 150 feet.

Forge shop, 60 feet by 150 feet.

Pipe and threading shops, 60 feet by 60 feet.

Pattern shops and loft, 60 feet by 100 feet.

Structural shop, 76 feet by 150 feet.

Stables, 40 feet by 80 feet.

All of the above buildings will be fireproof, and constructed of cement, steel and glass. In order to provide

plenty of light much of the space of the buildings will be covered with wire mesh glass. The design of the buildings will be ornamental, and the grouping will be both artistic and convenient.

The plant will be fully equipped with the most modern machinery, including driving cranes, pneumatic power, the entire plant to be electrically driven. The plant will be served with 500 feet of side track from four different trans-continental lines.

With Mr. H. P. Strickland, secretary and treasurer of the company, a representative of Railway & Marine News viewed the site last week from the big trestle that will form the upper road on Fourth Avenue South. As there is to be an upper and lower thoroughfare on the avenue, when completed, the company's plant will not only be accessible by rail, but for teams and automobiles. Mr. Strickland states that as soon as the filling in is completed the company will rush construction on the new plant.

This company, which also operates a large plant at Aberdeen, is planning extensive improvements in that city, and with two modern plants will not only continue as the leaders in their line of business, but will be prepared to handle all the business that will come with the rapid growth of the Northwest.

BRUCE & CO. GET BIG RAILROAD CONTRACTS.

The Chicago, Milwaukee & Puget Sound Railway, in order to have its lines open by June 1, is rushing work in all departments. As part of the terminal system of the road on Puget Sound, contracts were let last week to J. M. Bruce & Co., of this city, for the construction of car transfer landings at Ballard, one at the Stimson mill and the other at the Seattle Cedar Lumber Manufacturing Company's mill. The same firm also secured the contract to construct one mile of pile trestle for the Whatcom Avenue line in this city, and a contract for the building of the company's Front Street line in Tacoma.

The contract for dredging the slips at Ballard have already been let to the Puget Sound Bridge & Dredging Co., and this work is rapidly nearing completion. Bruce & Co. will begin work immediately on the transfer landing, which will be so constructed that cars can be unloaded from the barges, at present being constructed by Hall Bros. Shipyard & Marine Railway Co., at Winslow, Wash., at any stage of the tide. One of these slips is to be 400 feet long and the other 300 feet long. On each slip will be placed a single track, and the slips will be so constructed that the barges can be shifted from one side to another and cars run off to the main track. The contract for the Ballard work is to be finished in 40 days, and the contract price is approximately \$25,000. Another slip at the foot of Thirtieth Avenue Northwest is to be built, and Bruce & Co have figures in for this job.

The Whatcom Avenue trestle is to be finished by June 15. On this job 1,000 piles, creosoted and common, will be used, and about 1,000,000 feet of timbers.

It is estimated that the Front Street line in Tacoma will cost about \$250,000 to build. It is to be practically on piling and will extend along Front Street, affording the Milwaukee facilities to the sawmills and other industries along the north waterfront. In connection with the Front Street track, the railroad company will have a slip similar to the ones at Ballard built near the North End mill, and the ferry will convey cars to and from the main tideland shipping terminal on the Puyallup waterway, where, besides huge grain warehouses, Oriental docks and the like,

the largest lumber dock on the North Pacific Coast is also to be built by the Milwaukee. Bruce & Co. will also bid on this work.

Bruce & Co. have done considerable work for the Milwaukee, including building all bridges on the west end from the summit of the Cascades to Cedar River, requiring about 8,000,000 feet of timber. The same firm also drove all the piles and placed the timbers on the Portland & Seattle between Lyle and Vancouver, and also drove about 15,000 piles and placed the timbers for the North Bank across the peninsula, and have executed a number of other big railroad contracts.

ST. CROIX SHOULD ARRIVE EARLY IN APRIL.

Steamship St. Croix, on the way around from the Atlantic to this port, should reach Seattle the first week in April. She was last heard from at St. Vincent, from which port she sailed on the evening of February 17. It is expected that the next stop will be Coronel. Soon after reaching Seattle the St. Croix will be placed on the run to Valdez and way ports for several trips, under charter to the Alaska Coast Company. The St. Croix will start on her first trip to Bering Sea June 3, which will allow her passengers to take part in the exposition for two days before leaving for the north. Schubach & Hamilton expect that the St. Croix, which is very speedy, will make seven round trips between Seattle and Nome during the season.

Schubach & Hamilton have recently chartered for the summer the big freighters San Mateo and Stanley Dollar, which, with their own ship, Mackinaw, will make a fine fleet of freighters. The San Mateo will be fitted with new winches of the Moran Co. make and new cargo booms.

NEW TAIL SHAFT FOR SAN JUAN.

Fishing steamer San Juan, which hit a log in Johnson Strait, Alaska, the latter part of last December, was docked at Moran's last week, and when the propeller was taken off it was found that the tail shaft was badly cracked. That this cracked tail shaft held as long as it did is little short of a miracle. A new shaft was installed.