

**GREAT ACTIVITY IN RAILROAD WORK AT TACOMA.**

The coming summer promises to be the busiest year in railroad construction work that Tacoma has ever seen, and probably will witness in several years. The Union Pacific is hard at it. The Northern Pacific is making big improvements, and the Chicago, Milwaukee & Puget Sound is changing the entire tidelands with their work.

The work of building the Union Pacific tunnel is now fairly under way, and Twohy Bros., the contractors, are getting fully located. Briefly, this tunnel is 8,650 feet in length. It will have a single track, and is 22 by 16 feet. The amount of dirt to be moved is about 300,000 cubic yards. This is being worked through a 24-inch pipe line 1,200 feet and put in Delin Street gulch.

The Northern Pacific began work the first of the month on the new depot. Here the dirt is moving under the swing of two steam shovels. The shovels handle about 200 carloads, of twenty yards each, per day.

The temporary depot will be located about where the Harmon Furniture Company's Building stands, or at Twentieth Street. It is probable that as soon as the tunnel at Point Defiance is completed all the passenger trains will enter and leave the city around the head of the bay and by this tunnel. Some 300,000 cubic yards of earth are to be removed, which is used for filling in the tidelands.

President Earling, of the Chicago, Milwaukee & St. Paul, who was in the city, made several announcements that were received with great favor. Mr. Earling stated that some of the company's repair shops would be located on their holdings at Tacoma; that the contracts for the Balfour, Guthrie Warehouse and the Oriental docks would be let soon, and the Oriental dock would soon be under way.

The Great Northern also has a force of men at work getting its freight sheds and yards arranged. The work is being done by Chase & Co.

**TACOMA MOTOR BOAT NEWS.**

TACOMA.—(Special Correspondence.)—Representative Arthur Foss reports good business with the Ferro engine, which he represents at this port. The firm now have an engine on exhibition which is operated by a five-year-old boy. Mr. Foss expects good business this summer.

The first of the Caille engines to be sold at Tacoma for some time was sent to Little Rock. This engine was taken by J. B. McAferty. This machine is represented at Tacoma by the Stephens-Mullins Electric Company, who carry quite line of launch supplies.

The launch Quo Vadis recently broke down while on a trip up sound to Tacoma and later drifted ashore near Robinson's point. As this happened during a gale little was left of her. The engine has been taken out.

The hull of Thomas Morrissey's semi-speed boat has been sold to Fred Edwards, who will make some changes in the craft and use her this summer.

**PLENTY OF WORK AT THIS YARD.**

Several very nice contracts have been closed by Robert Crawford, the well-known Tacoma boat builder, for boats. Two of these will be under way at the shop very soon.

One of the craft will be an auxiliary schooner for Seattle parties. The boat will be used for fishing. It is to be 42 feet in length, by 10 feet beam, and 6 foot depth. The power will be a Fay-Bowen 10 h. p. from Oscar Brown, Puget Sound representative of this engine.

The other boat will be a floating grocery store. She is to be 50 feet in length, by 14 beam and 4 feet deep. The boat will be nearly flat bottom and arranged so as to easily work into the shallow water among the islands. No engine

Besides these boats Mr. Crawford has a fleet of row boats under way and built. From present prospects he will have a very busy summer.

**MULTNOMAH RECEIVING REPAIRS.**

Steamer Multnomah, of the Tacoma-Olympia Navigation Company's fleet, went on the dock the first of the month for a general overhauling. The repairs to the vessel will bring her out in first-class shape. These include repairs to hull, a new king post and general tuning up. While the steamer is out of commission her place will be taken by the steamer Fairhaven.

**OIL TANKER GETS NEW PROPELLER BLADE.**

A job out of the ordinary in marine work at Tacoma was recently successfully completed by the Gawley Foundry & Machine Company to the tanker Col. E. L. Drake, of the Standard Oil Company's fleet. On a recent passage up the coast the Drake lost a blade off the propeller. The Gawley works secured the contract for repairing the wheel, but had no place to dock the vessel.

It was here that the master and engineer of the steamer came to their assistance. They filled the forward tanks until her bow was down and stern up. Then the blade was played on. This was 6 feet in length and weighed 2800 pounds. The job was complete in 12 hours ahead of the time specified.

**HERE IS THE PLACE TO GET PROPELLERS.**

A quantity of genuine manganese material, used for the manufacture of propellers, has been received by the Enterprise Brass Works, of Seattle, and now this firm is better prepared than ever before to turn out fine wheels.

The Enterprise company have recently cast a wheel for Campbell Brothers which is a work of art. With this metal the blades of a wheel can be cast to a very thin part and still be able to withstand a great deal of pounding. There is no break to the metal, but it can be hammered, bent and straightened out again.

**DESIGNING STEAMER FOR GRAYS HARBOR.**

Arthur Hunt, of the Marine Supply Company, of Tacoma, is getting out the plans for a 95-foot passenger steamer for Grays Harbor. It is understood the vessel is to be built on the harbor.

This boat will be a twin-screw steamer. She will be 95 feet in length; 18 feet moulded beam. The engines will be 8-16 by 10-inch stroke. Steam will be supplied by a Taylor water tube boiler. The craft is designed for both passengers and towing work.

**CAPTAIN MANTOR TO COMMAND THE GOLIAH.**

Captain Charles Mantor, one of the oldest and most popular skippers in the employ of the Puget Sound Tugboat Company, has been given command of the new tug Goliah, which was placed in service the latter part of the week. The command of the Goliah was offered Captain "Buck" Bailey, the senior captain of the company, but "Buck" preferred to remain in the Tatoosh for the time being. He will probably take command of the Goliah later. Captain Beaton, formerly in command of the Richard Holyoke, succeeds Captain Mantor as master of the Sea Lion. Other changes will be announced later. William O'Brien, for a number of years chief engineer of the Wanderer, goes to the Goliah.

The Atlas Engine Company have opened an office on the Colman Dock. This is in charge of O. E. Nilsen, who will attend to the interests of the firm. Representative Cameron of the company was in Seattle and on the