

Great Activity in Railroad Building at Tacoma

Probably there is not a city of its size in the United States that has the amount of railroad work going on as has Tacoma, and of which apparently so little account is taken. It is estimated that within the next two years about \$11,000,000 will be spent by the various companies entering Tacoma, and while there is a great deal of talk and confident tone, in general the feeling is that railroads entering Tacoma is to be a yearly occurrence, and there is no use getting excited over such things.

Work with the different companies is progressing favorably. The Northern Pacific is busy excavating for their new depot, and the Great Northern is busy with improvements and freight sheds.

With the Chicago, Milwaukee & Puget Sound work is moving quietly, but rapidly. Work is under way along the Front street line by J. M. Bruce & Co., the contractors, who are getting down piles, which gives an idea of the work this company will do here. This company will probably let the contract within a very short time for the Balfour-Guthrie dock, the foundation for which is now being built. It is also very probable that some announcement or contracts will be let within the next thirty days for the repair shops, which will be located on the tide lands.

These shops are something that has caused a great deal of speculation. It is very probable that the company will follow out the policy of other companies and build car shops on an extensive scale, as they are needed.

It is announced that the representative of the Osaka Shosh Kaisha will be on the Sound the early part of this month to confer with the officials of the road. At this time more detailed information of the vessels this company will place in the Oriental service will be given.

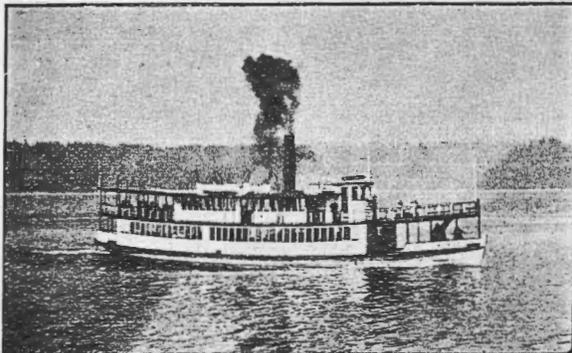
The work of the Union Pacific on their tunnel is coming on at a more rapid rate, as Twohy Brothers, the contractors, get machinery installed for handling the material.

All through the next few years for Tacoma look very prosperous. The old order will be wiped out within the next year and Tacomans can confidently look to a grist of good things.

M. T. CO. PURCHASES STEAMER MAGNOLIA.

By the purchase of the steamer Magnolia, of the Burton-Tacoma Transportation Company, the Merchants Transportation Company last week added another fine little passenger steamer to their fleet.

An extended mention was given the Magnolia in Railway



MAGNOLIA ON TRIAL TRIP.

and Marine News at the time of her launching. She is practically a new boat and one of the fastest ever built on this end of the Sound. The passenger accommodations are fine and all through she is a splendid steamer. It is

understood that during the summer she will be placed on the Quartermaster Harbor route, and also used to relieve the Greyhound.

The oil fuel apparatus will be replaced with coal, but this will probably be the extent of the changes in the steamer. The Magnolia is fitted with a Taylor boiler, a triple expansion engine, with diameter of cylinders, 9¼ by 14½ by 24-inch and 14-inch stroke of piston. Steam pressure is 300 pounds. She is 111 feet in length by 20 beam.

MULTNOMAH LOOKS SPICK AND SPAN.

Coming out as neat as a pin, after the best overhauling she has received in years, the steamer Multnomah, of the Tacoma-Olympia Navigation Company's fleet, went into commission last week.

The "Mult" comes out in better condition now than she has been in years. She has been fitted out with a great deal of new timber, and it is not the amount of timber, but the way that it is fastened that puts her up for a long period of hard service.

General Manager Fred Marvin and Bob McCullough got their heads together in strengthening the vessel up, and they planned exceedingly well. The improvements consists of an entire new set of hog posts, and king post with new tanks; a fine cabin, new decks and stern of the vessel tuned up 11 inches. There is also new truss work, never before in the vessel, and extending the greater part of her length.

The new king post is 56 feet long and 14 by 14 inches. This is footed up on a 12 by 24, six feet long, and then there is a 16 by 24 and 26 feet long; five pieces 12 by 12 and 30 feet long and a 6 by 12 and 30 feet long. The truss work is made of 4 by 8 stuff and ranged 12 feet from the keel. New bilge clamps 4x12 in. and bolted through were placed in the vessel.

The old built-in tanks are taken out and new round tanks, built by the Olympia Tank Company, placed in. These number six, and hold 8,500 gallons, or sufficient for a run of 8½ hours.

The old cabin arrangements formerly in the boat have been placed in. This fits the midship section of the boat as a dining room, and also gives plenty of view space. In the engine department Billy Altmansberger has given the machine a touching up so that the craft is down to her old speed, and better than ever when it comes to strength of house and hull.

NOTHING SMALL ABOUT THIS THIEF.

One of the nerviest pieces of work in the stealing line that has taken place at Tacoma for some time occurred when some one ran away with a locomotive that had been under repairs at the Pacific Boiler Works. Representative McGregor, of the plant, states that the thief has disappeared, and no one knows who the culprit is.

The thief, after considerable difficulty and bumping into one of the Northern Pacific locomotives, backed out into the main line and then onto the tracks of the Tacoma Eastern. At Bismarck the engine was deserted and left to be bumped into by a freight train and badly damaged. Fortunately no lives were lost.

TACOMA HARBOR MAP IS NEEDED.

Something that would be appreciated by steamboat operators and, in fact, by everyone having business along