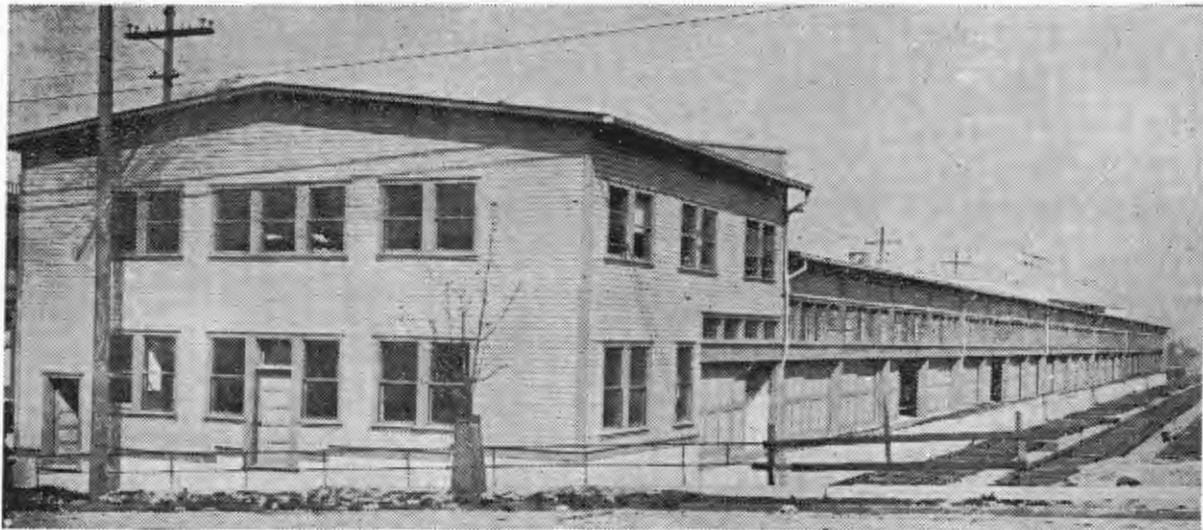


C. M. & P. S Railway's New Freight Shed at Tacoma



Courtesy Tacoma News.

While considered but a temporary structure and liable to be replaced within a few years by a more substantial building, the new freight sheds of the Chicago, Milwaukee & Puget Sound Railway, at Tacoma, are as substantial a structure as one would wish to see.

This new building, which is located between East D and East F Streets, and along East Twenty-fifth Street, is 500 feet in length by 50 feet wide. It is clear of uprights, with the exception of a fire wall, its full length to where office space is reserved. The office department embraces

a section 45 by 50 feet. This is on the East D Street end and with an entrance there. At present the upper part of the office room is being used by the engineering department.

In the rear of the building double tracks are arranged, while the front part is provided with twenty-four spacious doors where freight can be easily transferred to wagons.

The office rooms are light and finished in fir throughout. Here are a big main office and counter, with private office, lockers and toilets.

NO DECISION AS YET ON FIREBOAT.

Tacoma's fireboat took an unexpected up and down turn the past two weeks. During this time an agreement was reached, and matters went so far that a firm of naval architects were to get out preliminary drawings at a cost of the council, so when the new councilmen, just elected, took office the proposition was held up and further inquiry will be made.

In this respect the council made a good move. While the city needs a fireboat, the standing of the designers should be taken into consideration; what some of the heavy property owners along the front are willing to do in the way of offering suitable sites for fire station and maintenance, and the local builders who have constructed steamers given an opportunity to submit plans.

It is very probable at the next meeting of the council specifications will be submitted by possibly three Tacoma firms. Crawford & Reid and possibly Edward Heath will submit propositions. These are builders of worth, and in wooden hulls their work will stand the test of time.

It is understood that Harbormaster Clift, Captain Mountfort and Gus Wallace, of the Gawley Machine & Foundry Company, and representatives from other shops, will go over the plans. By this means the best can be selected and a good boat put up. Captain Clift expresses himself in favor of the wooden boat, with timbers and "well pickled." This will give the needed life, while the vessel can be sheathed with felt and copper to well above the water line.

This gives a hull that can stand a great deal of hard usage, and with it a low cost and long life.

Tug & Barge Company has submitted to the city a bill amounting to \$2,000 for service rendered during the past eight years by the Fearless. This amounts to \$250 per year and does not begin to pay for equipment destroyed. The company also stands ready to enter into a contract covering the future when this account is adjusted. This company also goes on record against the proposition of going outside the city to have the boat built, if a fire tug is built, and states the city has plenty of designers and builders to do the work.

It is only fair that this company should be compensated for the work the Fearless has done. The boat, whenever in port, has been ready at the call of fire, which has placed boat and crew in more dangerous position than ordinary steamboat work.

YACHT CLUB'S FIRST ANNUAL CRUISE.

While last Sunday was a bit off color for the first annual cruise of the Tacoma Yacht Club, the enthusiasm of the members made up for what weather conditions lacked. The day was cloudy, with a sprinkle of rain in the afternoon and a bit of a southerly breeze that threatened to make the event very disagreeable.

It was a pretty sight, however, as the fleet passed out of the harbor off toward Quartermaster Harbor and thence to a point beyond Browns Point, where the club house is to be located. Here there was a clam bake and general social god time. One of the events that attracted attention among the land lubbers was the tug of war between Commodore Claghorn's Folly and Vice Commodore Jacob's Mariana and won by the latter boat. As the Mariana is the heavier boat this was to be expected.

The two white-winged vessels of the fleet attracted a