

Important Contract To Be Let By C. M. & P. S. Railway

Announcement of important construction work by the Chicago, Milwaukee & Puget Sound Railway may be expected within a short time. What this work will consist of is not known at this time, but is thought to be either the construction of a branch leading from the main line at Maple Valley and extending north along the Snoqualmie river to Everett, Bellingham and Vancouver, B. C. This line has been surveyed, and taps a region not only rich in agriculture, but in dairying and lumber. The survey runs through a section of easy grades and serves country not reached by either the Northern Pacific or Great Northern.

The Milwaukee also has surveyed a line leading from Gray's Harbor through Chehalis, Clallam and Jefferson counties, tapping one of the biggest timber sections of the state. This is known as the peninsula line, and it may be that this is the work of which announcement is expected. It is stated upon what is considered excellent authority that the contract for the work in question has already been let to H. C. Henry, the Milwaukee contractor.

Preparatory to the opening of their main line the Milwaukee is doing a vast amount of work on Puget Sound, in Idaho and Montana. Work on the transfer landing for barges at the Stimson mill, Seattle Cedar Lumber Manufacturing Company's mill, 15th avenue northwest and 30th avenue, all in Ballard, is proceeding rapidly and satisfactorily, and should be completed within a short time. A

contract has also been let for the construction of a three track landing at Seattle slip, at the foot of Lander street. This landing will lead into the new warehouse, about completed. The company is building on Whatcom avenue a freight house, 90 x 500, on one end of which is to be a brick building, two stories high, to cover a ground space of 80 x 120 feet.

At Tacoma the company is building two transfer landings, one at Knox street, on the Front street line, and the other one, called the Tacoma sound terminal, on the Waterway. The company is also building at Tacoma a lumber dock, a grain dock and an ocean dock. The Front street line at Tacoma, which is all trestle work, is to be three miles long, and will serve all the mills and industries along the front.

The company is also engaged in constructing a line from Gate City, on the line of the Northern Pacific, to McKenna, the terminus of the Tacoma & Eastern, a distance of thirty miles. From McKenna the road will enter Tacoma over the T. & E.

While it is not generally known the C. M. & P. S. is running a construction train over the main line between Seattle and Ellensburg, leaving every other day. Passengers are carried on this train, more as an accommodation than anything else.

PACIFIC COAST COMPANY EARNINGS.

Net earnings of the Pacific Coast Company for the two-thirds of the fiscal year which ended with February were 29.2 per cent behind the corresponding period a year ago, standing at \$579,722, as compared with \$819,911. The gross decreased 18.7 per cent, while expenses decreased 16.7 per cent. Following is a comparison of the income account for the eight months in 1907-8 and 1908-9:

| | 1909-8 | 1908-7 |
|----------------|-------------|-------------|
| Gross | \$4,213,547 | \$5,186,624 |
| Expenses | 3,633,825 | 4,366,713 |
| Net | \$ 579,722 | \$ 819,911 |

The company's report for February shows for the first time in more than a year an increase in a monthly gross over a corresponding month in the preceding year, the increase amounting to \$33,186, or 8 per cent. But an increase in expenses of \$45,927, or 12.3 per cent, caused the net for February to show a decline of \$12,741, which is 31.3 per cent behind the net for February, 1908. Comparisons of the net by months are as follows:

| Net | 1909-8 | 1908-7 |
|-----------------|-----------|-----------|
| February | \$ 27,862 | \$ 40,603 |
| January | 20,226 | 33,946 |
| December | 96,046 | 69,090 |
| November | 96,411 | 70,843 |
| October | 145,305 | 106,628 |
| September | 143,922 | 112,319 |
| August | 148,233 | 105,517 |
| July | 115,445 | 65,237 |

That the turning point in the period of decreased earnings has been reached is the opinion expressed by those in touch with matters pertaining to the company's affairs, and throughout the remainder of the fiscal year the earnings are expected to improve steadily. The poor showing in net which the company has made to date has been due to the unusually large operating ratio. The company's policy is to make its repairs and permanent improvements out of earnings, but floods and severe storms during January and February increased the operating ratio out

of all proportions, as shown in the following table:

| | Operating Ratio. |
|-----------------|------------------|
| February | 93.7 |
| January | 94.9 |
| December | 85.0 |
| November | 85.5 |
| October | 84.1 |
| September | 80.5 |
| August | 81.8 |
| July | 88.7 |

The Pacific Coast Company is easily earning its charges and the dividends on its three classes of stock. Its disbursements for the present fiscal year will be as follows: Five per cent on \$1,525,000 first preferred stock, \$76,650; 4 per cent on \$4,000,000 second preferred stock, \$160,000; 4 per cent on \$7,000,000 common stock, \$280,000; interest on \$5,000,000 first 5 per cent bonds, \$250,000; a total of \$766,250.

At the present rate the company is earning \$869,583 per annum, which would leave a balance for surplus of \$103,333; but as a matter of fact the improved earnings which the next four months will show beyond reasonable doubt will make the surplus for the year considerably larger.

CAPT. BROTHERTON APPOINTED PILOT OF NEW LINE.

Captain Brotherton, for a number of years a well-known Puget Sound pilot, has been appointed port captain of the Osaka Shosen Kaisha line of steamers, the first of which will be on the Sound in July.

The port captain of this line has been identified with marine matters all his life and it was through his efforts that this line of steamers was brought to the Sound and traffic arrangements made with the Chicago, Milwaukee & Puget Sound Railway.

The steamship Adato, which ran ashore on the Japanese Coast, broke in two during a storm January 5, and has entirely disappeared.