



MUCH RAILROAD WORK AT TACOMA.

At Tacoma the immense amount of railroad work under way is beginning to make itself manifest. One can almost see the landscape change each day under the sweep of the big steam shovels and the thump of the pile drivers. The work on the Union Pacific, the Northern Pacific and the Chicago, Milwaukee & Puget Sound is moving in a rapid and satisfactory manner to builders and the companies.

Twohy Brothers, drillers of the Union Pacific tunnel, are now in the stage where their work is beginning to count. They have the bore through several hundred feet; the steam shovel is ready to begin work while the little tunnel locomotive is getting ranged in position. Wires are strung into the tunnel now for lighting purposes and electric power services.

Where the Northern Pacific is at work on the new depot site there is a whirl that Tacoma has not seen in railroad work for years. Here three shovels are at work. Each day shows a big change and the immense cut is rapidly coming down to grade. This is about one-third completed now and embraces a section from Fifteenth street to Twentieth street and between Dock street and Pacific avenue. The cut will run on an average of twenty-five feet. The contract here for the temporary depot has been let. It is expected that the contract for the main depot will be let within a few weeks.

On the Chicago, Milwaukee & Puget Sound grounds there is the same activity in building that this company has always shown. Here six drivers are at work and a big force of men. It is expected that this week will see the superstructure of the warehouse go up. Work on the car shops, round house, etc., will begin within a few days. This work will be put through by the bridge crew of the road. The round house will have twelve stalls while the other building will probably be 132 by 115 feet and 118 feet by 132 feet. There has been a revision of the plans on this work and some changes will probably be made.

On the Front street line of this company the work of piling is being rapidly completed. For several days one of the Puget Sound Bridge & Dredging Company's dredges has been at work abreast the ferry slip while the drivers have completed the work of piling.

TACOMA SHIPPING CONDITIONS.

Shipping conditions at Tacoma for the past week have been a trifle quiet. It is not probable that there will be much doing until the opening of the wheat shipping season and the consequent chartering during June and July.

The small boat owners about the Sound report a quiet time in log towing, said to be due to the mill men waiting for the price of logs to take a drop. The situation at

Grays harbor and the drop in prices of logs there will probably affect the Sound. Until some decision is reached it is not thought that any great amount of towing will be done.

FIRST CARGO OF NITRATE FOR POWDER WORKS.

The first load of nitrate for the Du Pont Powder plant located at Du Pont, just south of Tacoma, is due on the Norwegian steamer Sverre. This amounts to 500 tons and will be discharged at the plant.

This cargo is handled by the Tefer System, or rather an ariel framway. This line extends almost two miles from the docks. The nitrate is unloaded in bins and thence into buckets, which swing up from the beach and over a high hill. Shipping men from all parts of the United States have come to Du Pont to study the working of the system.

BEAVER'S BOILERS IN TACOMA.

While everything indicates that Tacoma is to become the home of the boilers of the historic steamer Beaver, once of the Hudson Bay Company's fleet, there has been much dispute as to where they would be located in the city.

These boilers, to the marine man present about the same features, outwardly, as the Scotch boiler, of the present day. It is very doubtful if this is the original boiler that came out in the vessel. Long service and time under salt water has given them a healthy coat of rust and barnacles, which it is understood will be chipped off. The boiler is about ten feet in diameter by the same length. It contains about 234 tubes, six of which are plugged. The dome is off the boiler, but can be easily placed in position, fore and aft, and given an old-time look.

Tradition states that the Beaver was built at Blackwell Docks, England. The launching was witnessed by King William IV., and many of his subjects. Captain D. Home was her first master. He lost his life by the overturning of a small boat at Death Rapids on the Columbia River on February 12, 1858. The Beaver was wrecked at the entrance to Vancouver Harbor, B. C., in 1889. She was then commanded by George Merchant and Chief Engineer Dave Simon.

HIGH-CLASS SHIP PLUMBING.

Among the firms forging ahead at Tacoma is Arthur Kintz, engaged in the ship plumbing line and who is making good at this port.

Mr. Kintz is now fitting out with a copper plant which enables him to handle this class of work and insures prompt service in ship work in all its branches. Among the work recently done by Mr. Kintz was on the steamer Greyhound, and the Weir liner Gymeric.