



At Tacoma, a few days ago, a locomotive drawing a line of flat cars crawled slowly out on the new line of the Chicago, Milwaukee & Puget Sound Railway Company's tide land holdings, and really marked the beginning of the great work this road is doing at Tacoma. The resident on the heights overlooking the harbor has not yet realized what this means to the city. A few short months ago there was good duck shooting where now great warehouses are going up. Tacoma has not realized yet that something that she has hoped for for many years has come to pass, and that a new transcontinental road is building in the city. Out here on these flats last week were 157 men at work, throwing up the frames of a wheat warehouse. They will move to another warehouse and then to shops and before the Tacoman, can realize the work will be completed.

It is a big work this company is doing here, and the men employed look few in number and lost in the space where the work is going on. The Balfour-Guthrie Dock, on which they are now working, is a big affair and put up for years of service. It is 500 feet long, by 175 feet wide, with the elevator 125 feet in height. It is built for long life. Under the elevator proper, barrel after barrel of cement will be massed upon row and row of piling. The cement bed will be three feet deep and reinforced by two layers of iron rods. The floors and floor timbers are creosoted in order to prevent rot from attacking the wood. Abreast the elevator sixty car loads of rock will be placed, and on the inside, under the main foundation, cement will be run in to bind the whole together.

As soon as this is finished, or as the work progresses the crew will be swung onto the ocean dock. This is another 500 foot structure by 175 feet wide. Then comes the work on the lumber dock. This is 300 feet long. Probably after this work the building of the car shops will be under way. The work is always a bit ahead so there is no delay. Two of the shops will be 134 feet by 127. One will be the locomotive repair shop while the other is the blacksmith and boiler shop. The wood working shop will be 134 feet by 60 feet. The round house will be a 45 staff, circle house. Then there are all the small buildings that go with such a plant.

There is much of interest here among the builders. It is almost like building a city. Down the mile and one quarter of fill the cars of the crews are worked in. Here are tents, cook houses and tracks being swung about among them. Some six tracks are down now, while eleven will branch out from the line at the head of the fill.

This fill is 26 feet above low water. A good many thousand piles have been driven to help in holding the sand back. Contractor Huntington alone has used some 2,500 about the ocean wheat warehouse. Off the wheat warehouse there is now 35 feet of water at low tide. There

will be in the warehouses some 3,000,000 feet of lumber used. These items mean much to the mills of the Sound.

It is a great work here at Tacoma. It does not show until one gets on the ground. When the frames of the buildings go up the big work will stand out. It should not be taken by the laboring man that there is work for him here. There are a great many applicants every day, but the force is practically full at the present time.

#### APPOINTED BRIDGE FOREMAN FOR C. M. & P. S.

The appointment has been announced of Herbert Long as foreman in charge of the bridge building work at Tacoma for the Chicago, Milwaukee & Puget Sound railway. Mr. Long has taken charge of the work, and is now rushing things through for this company.

Mr. Long is the typical, courteous Chicago, Milwaukee & St. Paul man. He has been with this company some twenty-three years. Previous to this time he was with the Northern Pacific. Mr. Long has practically followed the building of this road, but now that he is on the coast will probably make his home in Tacoma.

### TACOMA NOTES

Captain Frank Andrews, of the Washington Stevedore Company, is due in port June 10. Captain Andrews is visiting his old home in Yarmouth, N. S.

The Gawley Machine Works recently looked after repairs on the steamer Admiral Sampson. They have also chartered the tug Advance, of which they are the owners, to a party of whale hunters. The capture will be exhibited at the A.-Y.-P. E. They also have work on the Weir Inner Kumeric.

Thomas Olds, chief of the tug E. f., of the Tacoma Tug Boat Company, and bride, returned from the east last week. The extended hand is being given him by all the steamboat men along the front.

Harry James, of the Eureka Dock, returned last week from a trip to San Francisco. Mr. James stated that shipping conditions at the bay city are very dull, and the vessels lined up in Oakland Creek are enough to give a mariner the blues. He states that the Sound cities are looking good to the Californians, and many are coming this way to take in the A.-Y.-P. E.

The tugs of the Tacoma Tug & Barge Co. are having a lay day on the sand lot, and being painted between tides. The Falcon was out last week, and the others of the fleet will follow.

The hull for the pile driver of the Tacoma Pile Driving & Construction Co. was launched last week. As soon as the engine and boiler arrives the driver will be made ready for work.

Mr. Harvey Bowring, of the great English shipping firm of Bowring & Co., was a Tacoma visitor last week, conferring with the local representative, Mr. Butsch. This is Mr. Bowring's first visit to the United States and while, as he states, shipping conditions are the same the world over, he is greatly impressed with his visit to this country.

The Nickerson-MacFarlane Machinery Company have considerable work on the schooner Clise.