

NEW STEAMER AUDREY PROVING POPULAR.

Steamer Audrey, one of the most economically built small steamers out from Tacoma, was inspected last week and placed on the Tacoma-Wollachet Bay route by her owners, Messrs. Weeks & Coffman.

The Audrey is 75 ft. in length and powered with a fore and aft compound engine, with diameter of cylinders 7-14 by 8 in. stroke. Steam is supplied by a Taylor water tube boiler from the Marine Supply Company, of Tacoma.

The little steamer is well arranged with plenty of freight space forward. The main cabin is aft, while the smoking room is on the upper deck, just abaft the pilot house. The boat has good speed for her power and should prove popular with the people on this route.

CAPTAIN ANDREWS BACK FROM EAST.

Captain Frank Andrews, of the Washington Stevedore Company, was made out in the offing last week bound out from Yarmouth on his homeward passage, from a visit to his old home. Every one along the beach was pleased to make the skipper out and see him back in his old berth.

Captain Andrews reports a fine visit to his old home and received much quicker dispatch than he desired. Judging from Captain Andrews looks he did some sea-faring, as he is brown as a berry and looking in the best of health.

TACOMA OUT FOR LONG DISTANCE TROPHY.

Tacoma launch owners were tuning up last week preparatory to the long distance race, and all intend to see that the Tacoma Yacht Club provides a winner.

Among the Tacoma launches that intended to enter were the Marana, Captain Jacobs; the Folly, providing Captain Claghorn can get back from the East in time; the new 38-footer owned by G. E. Quinan. This craft is powered with a Doman engine and comes out a new craft. Then there is Dr. Doughty's new 36-foot cruiser which may enter, and Arthur Foss, with his launch.

The Tacoma Yacht Club is taking a keen interest in the race and are going to try and win if possible.

In connection with the race, plans are now under way whereby the yacht club will obtain a site for a temporary club house and float on the east side of the city waterway, or just opposite the Commercial dock, on the filled-in lands. This will be a fine location and convenient to the city.

NEW FLOATING DOCK PLANNED FOR TACOMA.

Announcement is made by representatives of the Gawley Machine & Foundry Company that they have plans under way for the construction of a floating dry dock at Tacoma at an estimated cost of \$200,000. Full plans for the dock have been worked out and it is expected that without doubt Tacoma will have one of the finest floating docks on the Pacific coast.

The dock will be the same size as the new port of Portland dock. It is the intention to locate it on the east side of the harbor near the Nelson-Johanson mill. At this point there is a good depth of water. This also makes the dock convenient to the shop and mills.

BIG WAREHOUSE ABOUT FINISHED.

The frames for the second new warehouse for the Chicago, Milwaukee & Puget Sound Railway are going up at Tacoma. This will be rushed through to completion as rapidly as the Balfour-Guthrie dock, and which is now rapidly assuming proportions.

This dock, 500 feet long and 175 feet wide, with the exception of the elevator towers, is now up and stands

out a splendid addition to the harbor buildings. The illustration shows a part of the structure.

PETER FOSS JOINS THE GREAT ARMY.

Peter Foss, formerly of the firm of Foss & Strome, boat builders at Tacoma, died at the home of his brother, Andrew Foss, the first of the month. Mr. Foss had been ill for some time and his death was not unexpected.

Mr. Foss stood high in the esteem of Sound steamboat men, with whom he had been associated for many years. He came to Tacoma in 1888. With his brother he built and operated the steamer Blue Star. He was later associated with Captain Oleson, of the Tacoma Tug Boat Company. He was as good a shipmate as a man would wish to sail with.

Besides a brother, he leaves a wife and three children to mourn his loss.

TACOMA NOTES

Tacoma shipping men have abandoned all hopes of ever seeing Capt. Hunter and his ship Australian, long overdue from Mazatlan to Sidney. Captain Hunter and the Australian were last at Tacoma in 1906.

Robert Barclay, of the J. & R. Wilson Company, reports a rush of business with his firm that betokens that the big shipping firm will have a line up on the vessels of the wheat fleet. The steamship Hyades, recently in port, took a heavy line of supplies from this store.

The British steamship Fitzpatrick has been taken by the Osaka Shosen Kaisha on time charter to operate in connection with the Tacoma Maru, Seattle Maru and until the completion of the Chicago Maru. The Tacoma Maru, of this company's fleet, is due at Tacoma August 2, and will depart out Aug. 14.

The Nickerson-McFarlane Machinery Co. are getting out two new propellers for local steamers. One of these is for the steamer Dove, and the other for the Magnolia.

Captain D. S. Forbes, formerly of the British bark Dunnstaffnage, will in the future make his home at Tacoma, where he will be marine surveyor for Balfour, Guthrie & Co. Captain Forbes' vessel was laid up at this port some two years, so when he decided to leave the sea he concluded to make his home here.

R. M. Calkins, traffic manager for the Chicago, Milwaukee & Puget Sound Railway, was in Tacoma last week looking over the railroad situation here. Mr. Calkins' office will be in Seattle, but a great deal of his time will be spent here.

C., M. & P. S. TRAINS IN OPERATION.

Beginning June 14, the first passenger trains on the Chicago, Milwaukee & Puget Sound left the Sound and Seattle, going through as far as Malden. The work of the road, all things considered, was and is very satisfactory. From Seattle there were fifteen passengers bound for eastern points, taking advantage of the opening of the new road.

The first train out of Seattle was in charge of Conductor Jas. Truher, with Engineer Geo. Beardsley. At Cle Elum Engineer Henry Noble took charge of the engine. This train, with the exception of the locomotive, goes through to Malden. The locomotives are changed at Cle Elum. The train consisted of a locomotive and baggage car, mail, express and coach.

Beginning Sunday, June 27, the Chicago, Milwaukee & Puget Sound began the operation of freight trains on the same schedule as the other roads and brought consignments through on time. General Traffic Manager Calkins states that business conditions for the road on this end are very good. The line will handle a great deal of wheat this season. It comes in strong on the wheat belt on the other side of the mountains, while on this side the road will handle a great deal of timber.