

Rushing Work on O. & W. Tunnel at Tacoma

In spite of reports to the contrary, and general silence as to the progress of the work on the Union Pacific tunnel at Tacoma, this work is being pushed through at a rapid rate and in many ways very satisfactory to the contractors, Twohy Brothers. On the south end of the tunnel a heavy flow of water has been struck, which has proved an obstacle to rapid work, but it is expected that a way will soon be found to handle this, and then as rapid progress will be made on the south as the north end.

On the north end of the tunnel the overhead drift has been extended about 2,900 feet. This includes the top timbers and arch timbers of the roof. The line is now being worked down to practically grade and a steam shovel is in the tunnel handling the earth. The formation in this end of the tunnel is especially good for steam shovel work, as there is enough cement formation in it to hold good. The shovel is cutting through it at an average rate of 17 feet per day. As fast as the shovel cuts the earth away the work of putting the side timbers goes on, so that an idea of the completed work can be had.

At present the earth is removed from the tunnel by a dump car and cable, but it is expected that within a few days this will be done away with and the sharp grade at the mouth of the tunnel reduced so that the tunnel locomotive will handle the cars. The dirt is being sluiced into the DeLin street gulch through a pipe line. Had the same conditions been found on the south entrance to the tunnel as on the north and steam shovels handled the work at the same rate it is pretty safe to state this tunnel would have been completed, or the 8,000 foot bore put through by October.

FRONT STREET LINE ABOUT COMPLETED.

With the exception of putting down the rails the new front street line of the Chicago, Milwaukee & Puget Sound railway at Tacoma was completed last week. The line is about 13,000 feet in length and extends from a point just south of the smelter to the Tacoma Mill Company yards. The line was built by Bruce & Company. It is practically above water the entire length.

Rail connection with all the mills along the front are made by this line and connections will be made to the main line with the new ferry barge, which has reached Tacoma from the bullders yards, Hall Brothers, of Eagle Harbor. This barge is 191 feet in length by 42 beam and 11 feet depth. It is a twelve-car type and fitted with three tracks.

A landing berth for the ferry has been dredged out on front street in about the middle of the line by one of the dredgers of the Puget Sound Bridge & Dredging Co. It is expected that this line will be ready for operation by the first of this month.

AN IMPROVEMENT THAT SHOULD BE MADE.

One of the big improvements that is coming up at Tacoma, and one that should receive the attention of every manufacturer, is the proposed viaduct across the city waterway to the tide lands beyond. At present a great many suggestions have been made and several meetings called to consider the project and it is very probable that within a few weeks this viaduct will receive the consideration it deserves, and plans for construction fully outlined.

Different railroad representatives have taken it up and presented the proposition as it deserves. Vice president Ingersoll, of the Chicago, Milwaukee & Puget Sound states that there is bound to be a great deal of traffic across the flats. The tide lands in the new district will be lined with railroad tracks, while many switches are now in the older section. The time has arrived to put in a permanent structure in order to safeguard life and forever do away with the bickering that always results when so many streets, tracks and general travel come together.

The proposed viaduct will replace the Eleventh street bridge and may extend from "A" street to a point on Sitcum avenue, or a distance of about 8,000 feet.

ANNUAL CLAM BAKE A BIG SUCCESS.

As entertainers, Tacoma mariners are reaching the world wide point and this entertaining on their part was amply proven at the last meet of the Tacoma Clam Bake Club, which took place at Delano Beach on a good low, but flooding tide a few watches ago.

At this event there were some 160 mariners and friends present and one grand time was enjoyed. There was everything from a football match to games played with cards and only understood by the select few among which are a well known pilot and a ship builder. The games with the poc marked paste boards were merely a side issue. There were stories, songs and games, both foot and baseball. A great deal of amusement was caused by President Dave Evans, of the Club, when he introduced Tom Cameron, represented by the J. & R. Wilson Co., and announced the Club's motto; "Forget care and make a noise like a clam."

One of the main events of the meet was the clambake. This was in charge of Captain Grant, who did himself proud but failed to count on the tide which was on the flood and almost over the bake. This caused a rapid move on the part of the bunch. So near were the clams to destruction that Carl Stebbins worked himself into nervous prostration before they were worked into a new berth and safety.

FIRST MILWAUKEE TRAIN OUT OF TACOMA.

Without the least bit of ceremony or excitement Tacoma added another railroad line to her list on June 14, when the first train on the Chicago, Milwaukee & Puget Sound pulled out from the Tacoma Eastern depot. This was an event that Tacoma has looked forward to for years, and the departure of this train brought a sigh of relief to old time Tacoma business men.

The train was in charge of Conductor James Truher, Engineer George Beardsley, Fireman E. H. Schumacher and Brakeman T. H. Hopkins. The train was made up of a baggage and express car, smoker and first class coach. The yellow cars of the line are a pleasing contrast to the staid colors of the other familiar Pacific coast lines and were favorably commented upon.

Among the passengers on this train were Vice President Ingersoll, of the Chicago, Milwaukee & Puget Sound; John Bagley, president and general manager of the Tacoma Eastern Railroad, and Hugh J. Manny, commercial agent at Tacoma of the road.

The present service of the line will be maintained for several months, or until the road bed is thoroughly settled, when through trains and schedules will be established.