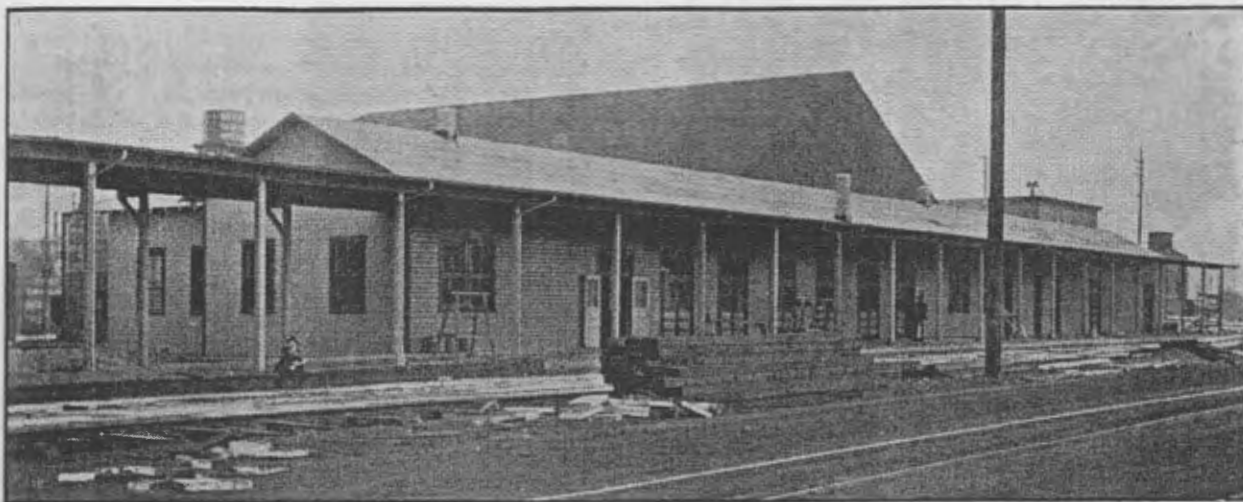


O. & W. Temporary Passenger Shed Ready for Occupancy



The temporary passenger shed for the Harriman lines, erected on Railroad avenue south, is practically finished and ready for business. This shed is 500 feet long by 50 feet wide, and contains a large waiting room, offices, baggage room, and in fact every convenience that accompanies a first class passenger station. Workmen are at present engaged in erecting an umbrella covering over the shed, and are also erecting walks for the convenience of the traveling public.

Laborers are engaged in tearing down buildings on First avenue South to make room for the temporary freight sheds which this company will erect, in conjunction with the passenger shed. This work will be rushed to completion, and it is expected to have the freight shed ready by the time trains are running into the city. Traffic Director Stubbs is working out a train schedule in Chicago, and as soon as he completes his plan announcement will be made. The accompanying illustration shows the passenger shed as it looked early in the week.

Railroad Notes

Jerry Donovan, for a long time road master of the Columbia & Puget Sound Railway, has been appointed by General Superintendent Campbell, of the O. & W., division road master of that road. Jerry Donovan is an adept in his line of work and is a valuable man for the Harriman people to grab.

Mr. J. Krutschmitt, director of maintenance and operation for the Harriman lines, arrived in the city last Tuesday, and during his stay was in close consultation with J. D. Farrell, the Harriman representatives in the Northwest, and with heads of the O. & W. During Mr. Krutschmitt's visit things were humming in the general offices of the road in the Central building.

R. M. Boyd, commercial agent of the C. M. & P. S., has announced the appointment of the following contracting freight agents: Seattle—Alder Ellis, H. R. Mahoske, W. J. Hart and Harry Rowe. Ballard—H. R. Fellows.

C. E. Hall, formerly traveling agent of the Lackawanna Line, with headquarters at Binghamton, N. Y., has been placed in charge of the company's new agency in Seattle. He was succeeded by W. A. Frey.

The Chicago, Milwaukee & Puget Sound railroad has entered into an agreement with the Oregon Railroad & Navigation Company to interchange traffic at Plummer, Idaho. This announcement was made recently by F. D. Burroughs, assistant general freight superintendent, who said that the traffic now being interchanged there under the new agreement was for Spokane and Portland. The roads came together on the agreement through R. M. Galkins, the traffic manager of the Milwaukee, and R. B. Miller, general freight agent of the Oregon Railroad & Navigation Company.

All east and west bound trains over the Great Northern

are now being hauled through the Cascade tunnel by electric motors. These motors are a big improvement over steam and are much more economical.

J. M. Bruce & Co., railroad contractors of Seattle, are constructing a trestle 1,100 feet long for the O. & W., connecting the N. P. tracks at Tacoma with those of the C. M. & P. S.

The terminal slips at Ballard and one at Lander street, Seattle, built for the C. M. & P. S. by J. M. Bruce & Co., have been completed, and the big car barge built for the road by Hall Bros. Shipbuilding Co., of Winslow, is making regular trips between the two places with car loads of shingles. The slips give entire satisfaction.

Mr. L. C. Gilman, assistant to the president of the Great Northern, is expected to arrive on the Sound August 1 on a tour of inspection.

WONDERFUL FEAT IN RAILROAD CONSTRUCTION.

The extension of the Florida East Coast Railway, in which H. M. Flagler, its practical owner, has invested many millions, from Miami to Key West, has been an interesting problem in railway construction. The solidity of the land line of the road has been continued over the ocean, the chain of keys being connected by a line of concrete and steel. From Jacksonville to Key West the distance is 518 miles. The eight-four miles from Miami to Knight's Key has been opened and the remaining seventy-two miles are now under construction.

From Key West, Havana is only ninety miles away, and car ferryboats are to be placed in operation when the regular trains are running. These boats are to carry the sleepers direct, so that it will be possible eventually for persons to ride continuously in the same sleeper from New York to Havana.