

## Railroad Work at Tacoma Being Steadily Rushed

There is no let up in the railroad work at Tacoma, though strip after strip is being finished up at a rapid rate, while a great deal of new work is about to begin. Several of the lines within the city that have been under construction for the Chicago, Milwaukee & Puget Sound are completed. Work on the Union Pacific lines is being pushed rapidly forward, and the Northern Pacific has its big improvements on the move.

The Chicago, Milwaukee & Puget Sound has completed the Front Street line between the smelter and Tacoma mill. This is a distance of something over two miles, practically all of which is over the water and embraces a section of the manufacturing district. J. M. Bruce & Co., of Seattle, had this contract. It was expected that last Sunday the ferry, which will connect this branch of the road with the main line, would be placed in operation and the first load of cars taken across. This ferry will be handled by tugs and transfers made during the night. The ferry will handle twelve cars.

The new warehouses of this company are practically completed, and ready for both wheat and general cargoes. The big buildings make a big addition to the tide land district. The first steamer to take cargo here was the Admiral Sampson, which berthed at the Ocean Dock. These docks are 500 feet in length by 175 feet in width. The first Oriental vessel to dock here will be the Tacoma Maru, due August 2 from Japan. Arrangements have been made by the commercial bodies to give this vessel a hearty greeting upon her arrival.

The work of running a spur along in the rear of the wholesale section on Commerce Street has been com-

pleted. This gives the shippers fine connections with the new road. The work of moving the Tacoma Eastern depot to serve as a temporary depot has been completed.

The Northern Pacific has a big amount of local work ahead, including the new depot site and the new line to Portland. On the depot site the company is hustling and excavating. All the remains of the old depot have been removed, and but a short distance separates the cut from Pacific Avenue. Old landmarks here have gone down. The last standing is the Puget Sound Iron & Steel Works plant. Just when the contract for the depot will be let is not known, but probably any day, as the bids have been sent to St. Paul to be passed upon.

It is probable that within the next six weeks the bids for the new line between Portland and Tacoma will be let. Chief Engineer W. L. Darling, with a party, went over the road and inspected the proposed changes closely. This line will run up into the millions and has presented a great deal of work for the engineers. While it will not shorten the distance between the two places, a great many curves will be cut out and grades reduced. The line will be used jointly by the Great Northern, Union Pacific and Northern Pacific.

With the Union Pacific there is a prospect that they will begin more extensive operations in building within a few weeks. It is understood work on their freight sheds will soon begin. These are to be located, according to report, to the east of the Wheeler-Osgood plant. This will necessitate the removal of the Puget Sound Metal Works. Steel has arrived for other work.

### O. & W. RAILWAY ORDERS MUCH MATERIAL.

The Harriman lines have ordered for construction work on Puget Sound and the Gray's Harbor branch the following equipment: One hundred gondola cars, 250 flat cars, 100 stock cars, 500 box cars, 100 ballast cars, 50 hopper cars and 15 cabooses; 15,000 tons of track material and 11,000 tons of bridge steel. This company is also preparing to construct the following bridges: Highway bridge, Main street, Seattle; Highway bridge, Jackson street, Seattle; Highway bridge, Fifth avenue, Seattle; Highway bridge, Fourth avenue, Seattle; Highway bridge, Seattle boulevard, Seattle; bridge over city waterway, Tacoma; bridge over Chehalis river, Aberdeen; bridge over Hoquiam river, Hoquiam.

This company is also building freight and passenger terminals at Seattle and Tacoma. When completed these terminals will be among the best in the est.

### ROBERT DUDGEON UNDERGOES SERIOUS OPERATION.

Robert Dudgeon, superintendent of the Union Station in this city, recently underwent a very serious operation at Minor hospital. A tumorous growth on one of the kidneys was removed. This growth was eight inches long and 3 inches wide, and had entirely absorbed the kidney. In order to remove the growth it was necessary to take out a rib. The operation was performed by Dr. Jones, a newcomer from the East, and was very successful. As there was nothing of a cancerous or tubercular nature about the growth Mr. Dudgeon has an excellent chance to entirely recover his health, and, as his surgeon says, live to a ripe old age. Mr. Dudgeon's many friends will be pleased to hear of his convalescence.

### WORK STARTED ON BRANCH LINE OF G. N.

The contract for the branch line of the Great Northern from Munroe up Cherry Valley to Tolt, a distance of 20 miles, has been let to Grant Smith & Co., and construction work is already under way. While the contract has been let for the 20 miles, it is known that the line has been surveyed to Fall City. Sub-contracts for bridge work on this line have been let by Smith & Co. to J. M. Bruce & Co. and H. Chase & Co., of Seattle.

The country traversed by this branch line is rich in agriculture and timber, and should prove a valuable feeder to the main line. The Stimson Mill Company has recently purchased a large amount of standing timber along the line of the branch road.

### NEW OFFICERS FOR MERCHANTS' EXCHANGE.

Officers of the Merchants' Exchange, elected at the annual meeting July 15, are as follows: President, C. A. Peplow, manager of the Hammond Milling Company; vice president, O. J. Humphrey, agent for the Alaska Commercial Company; W. T. Isted, secretary and treasurer.

Directors elected: C. A. Peplow, H. H. Rasmussen, H. Blekum, O. G. Humphrey, J. S. Gibson, S. Wylde, A. W. Tidmarsh, W. C. Dawson, W. W. Roberts and W. T. Isted.

The grain department will be in charge of the following: A. W. Tidmarsh, chairman; W. W. Robinson, W. J. McDonald, R. C. Hasson and H. P. Chapman.

The annual reports show the exchange to be in good condition, and with a good year in prospect the exchange should experience steady growth. This is the fifth year Mr. Isted has served as secretary, and it is almost wholly to his efforts that the exchange is in the condition it is today.