

## NEWS OF TACOMA

### MILWAUKEE AND OSAKA SHOSEN KAISHA IN NEW QUARTERS.

Officials of the Chicago, Milwaukee & Puget Sound railway and the Osaka Shosen Kaisha have taken possession of their new offices at the corner of Tenth street and Pacific avenue. These quarters have recently been remodeled to suit the new occupants and they are splendidly adapted to the purposes of the railroad and the steamship lines, whose quarters adjoin each other. The Milwaukee's ticket office is on the corner, one of the best locations in the city, while both railroad and steamship employes are conveniently and comfortably located.

With the departure from Tacoma of the Tacoma Maru, January 27, the Osaka Shosen Kaisha will enter the Manila field. On this voyage the call at Shanghai will be eliminated and the steamer will instead proceed to Manila. It is understood that this change is largely experimental and whether it will be permanent or not will likely depend on the business offering for the Philippines. Other lines from Puget Sound have recently extended their itinerary to Manila and the Osaka Shosen intends to get a share of the business.

The Seattle Maru, which sailed from Yokohama, as scheduled, Nov. 13, arrived with a large cargo of general merchandise, including silk. Before the liner left Japan, a portion of her return cargo was booked. This includes flour and general merchandise, much of it overland freight. Cotton is now moving in considerable quantities and the Seattle will carry a big consignment of this staple.

Advices from Kobe state satisfactory progress is being made in engining the Chicago Maru, which was launched in October. This steamer is expected to be in Tacoma in February. With the exception of the last steamer of the company's new fleet under construction, all will be in service on the Puget Sound route by the middle of 1910.

### IRON WORKS TO ENGAGE IN BUILDING.

When the Puget Sound Iron & Steel Works moves to its new plant on the Puyallup river early in 1910, it will be advantageously located for building vessels. The site has good water frontage and the company will probably be an active bidder for Tacoma's new fireboat which will be of steel. The Puget Sound company will be in position to construct steel vessels and also will be able to repair good sized ships on its ways.

### FIRE TUG'S CAPACITY TO BE 9,000 GALLONS.

Tacoma's city council has decided to expend \$125,000 for its new fire tug and an ordinance has been passed to this effect, also providing for the employment of F. A. Ballin and McCoy & Spear to design and build the craft, which it is expected will be constructed in Tacoma. The tug will be equipped with pumps of 9,000 gallons per minute instead of 6,000 and the cost has been raised from the original estimate of \$90,000.

### CONSTRUCTION COMPANY IS BUSY.

The Tacoma Piledriving & Construction Co., which was recently organized, has considerable work under way and in prospect. This firm has completed its contract on the Stevens dock extension and is now engaged in rebuilding the wharf at the McNeeley mill. It is also constructing an addition to the dock at the Tacoma mill, the extension being about 200x100 feet in size. Wharf construction is also under way at several places on the upper Sound.

The Poenix Engineering Co. is building a new pile-driver for this company and it will soon be completed, giving the firm two drivers.

### FEARLESS' SERVICE NO LONGER FREE.

That the waterfront may burn before the fire tug Fearless will again respond to a call for help is the ultimatum issued by the Tacoma Tug & Barge Co. since the Tacoma city council turned down the company's bill for \$2,000. This claim covered eight years for the upkeep of the fire apparatus aboard the tug which was purchased by her owners and has since been used by them in protecting the waterfront. The city of Tacoma has not contributed one cent towards this object and Messrs. Burley and McCullough believe that they have done more than can be expected of patriotic citizens in giving the services of their tug gratis. Several manufacturing plants have been saved by the Fearless, but in the future it is declared that the Fearless will respond only to calls of assistance from ships in the harbor.

### TOWING LAUNCH ON THE WAYS.

While the well-known yards of Crawford & Reid are not rushed with work at present, several contracts are in sight. This company is building for A. J. Weston, of Olympia, a 60-foot launch, with beam of 13 feet and molded depth of six feet. This craft will be equipped with a 50-H. P. gasoline engine and it will be used for towing on the upper Sound. When the Bank liner Sveric was recently at Tacoma, Crawford & Reid had the contract for altering and extending the steamer's steerage accommodations.

### NOVEMBER'S WHEAT SHIPMENTS.

Wheat has not been arriving at tidewater as rapidly as during October and in consequence some of the vessels have not had as smart dispatch as was intended. However, Tacoma's record for November will show a large business and while chartering is not active it is expected that during the season this port's grain business will bear comparison. During October, Tacoma's shipments of wheat to foreign ports amounted to 978,658 bushels, while the total for all of Puget Sound was 1,239,169 bushels. During the first part of November, Tacoma shipped the following cargoes foreign: Br. bk. Zinita, 100,395 bu., \$95,375, U. K.; Ger. str. Radames, 37,652 bu., \$37,808, South America; Fr. bk. Buffon, 121,371 bu., \$109,234, U. K.; Br. bk. Osborne, 123,438 bu., \$117,266 (also 57,250 bu. from Seattle), U. K.; Nor. str. Tricolor, 67,566 bu., \$68,953, South America; Br. str. Baron Napier, 200,517 bu., \$190,490 (also 45,754 bu. from Seattle), U. K.; Fr. bk. Le Piller, 117,637 bu., \$105,874, U. K.; Aust str. Alberta, 194,312 bu., U. K.; Br. str. Riverton, 139,560 bu., \$137,242, U. K. The British bark Forteviot and French bark Michelet were expected to be dispatched prior to the end of the month.

### TACOMA SHIPPING NOTES.

Steamer Sentinel, of the Merchants' Transportation Co., is again in service after having had her annual overhauling, which was thoroughly done.

Steamer Typhoon, recently launched by Crawford & Reid, is being engined and will soon be ready for service.

Deputy Customs Collector S. W. DeLacy, for years in the local customs house, has been assigned to duty as night deputy inspector. He has been succeeded by Fred E. King, who has served for several years as day inspector.