

# SAT LE PREPARES FOR MAMMOTH FREIGHTERS

### To Accommodate the Minnesota and Dakota a Complete New System of Railroad Terminals and Harbor Improvements Is Being Constructed—Details of Vast Oriental Traffic in American Hands.

SEATTLE, Wash., May 16.—Significant preparations are being made for the accommodation here, and the operation between this port and the ports of the Far East, of the immense new steel freighters Minnesota and Dakota, now under construction for the Great Northern Steamship company at New London, Conn. It is anticipated that the first of these vessels, the Minnesota, which was launched April 16, will arrive on Puget Sound early in 1904, and that she will be followed by her sister ship within a few months.

In anticipation of their arrival there is now under construction here what is practically a complete new system of railroad terminals and harbor front improvements. These include a double track tunnel under the business section of the city, the filling in of 250 acres of tide lands for terminal improvements, the erection of a new passenger and new freight terminals, the deepening of the slip alongside the Great Northern wharf, the enlargement of the dock warehouses, practically doubling their capacity, and the construction of upwards of 100 miles of freight storage tracks at convenient places outside the city.

**Cost Nearly Four Millions.**  
Different portions of this general scheme of improvements are being carried on by the different companies concerned, but under the agreements among these companies they are all designed for the joint use of the Great Northern Railway company with its subsidiary companies, the Seattle & Montana Railroad company and the Great Northern Steamship company, the Northern Pacific Railroad company with its subsidiary companies, the Northern Pacific Steamship company, and the Pacific Coast company with its subsidiary companies, the Columbia & Puget Sound Railroad company and the Pacific Coast Steamship company. These improvements will cost between \$3,500,000 and \$4,000,000, and will be complete by the fall of 1906, and will present by far the most complete, modern and convenient system of joint rail and water terminals on the coast, a system probably not excelled by any system under one management anywhere in the United States.

Practically all of the harbor front improvements of Seattle have been constructed within the past eighteen months. Within that time the Pacific Coast company has constructed and reconstructed seven docks with an aggregate storage capacity of 58,652 tons, and the Northern Pacific Railroad

company has constructed five new docks and warehouses with an aggregate storage capacity of 52,690 tons. The Great Northern docks at Smith's cove, which were erected six years ago, are now being greatly improved and enlarged, and when the work now in progress is completed the company will have one continuous dock and warehouse 100 feet wide, 1,200 feet long and two stories high, with railroad tracks running along either side and a freight storage capacity of 50,000 tons. Alongside this dock there will be a slip wide enough to accommodate the big steamers and containing a minimum depth of thirty-five feet of water at the lowest tides. On the side of this slip opposite the warehouse is an immense grain elevator which is being increased in capacity.

**Facilities for Coaling.**  
The Pacific Coast company, in addition to operating railroads and steamships, owns and operates extensive coal mines in this county, and also owns and operates coal bunkers for loading coal into ocean vessels by gravity system, with a capacity for loading 6,000 tons a day, and the Roslyn Coal company, which is operated in sympathy with the Northern Pacific Railroad company, has bunkers with a capacity for loading into ocean vessels 5,000 tons a day. The Pacific Coast company has recently commenced the construction of new bunkers, double the capacity of the old ones, and these will be alongside deep water slips, and equipped with the most approved modern appliances.

In the southern portion of the city the Great Northern and the Northern Pacific companies are together filling 250 acres of tide lands for terminal grounds. When this fill is completed they will jointly erect on it a \$250,000 passenger station of Washington granite, and extensive freight sheds and warehouses, and lay upwards of 100 miles of yard and switching tracks. The dirt for this fill is being taken from the new tunnel, which is to run from the depot grounds northward, under the business section of the city for some 5,000 feet, affording an outlet from the yards to the northward, without the necessity of traversing the water front, greatly to the inconvenience of both rail and water traffic.

**Two-Track Tunnel.**  
The tunnel will accommodate two tracks and will cost approximately a million dollars. The excavation will be 38 feet wide and 30 feet high, and the interior will be protected against caving by a four foot wall of concrete. In digging it will be necessary to remove some 225,000 cubic yards of earth, and as the formation is of alternate hard and soft strata and as the tunnel runs directly under no less than six brick buildings of immense weight it will be necessary to observe the greatest care to prevent accident while the excavation is in progress. All of the property necessary for the right of way for the tunnel has been secured, the necessary franchises granted by the city, and the work of excavation has been begun simultaneously at each end. It is estimated by the local engineers in charge of the work that it can be completed within eighteen months, though the construction franchises place a limit of two years upon its final completion.

At convenient places, outside the city, along the Duwamish valley on the Northern Pacific and along the Snohomish river on the line of the Great Northern the respective companies are engaged in laying from fifty to seventy miles each of freight storage tracks, where freight arriving by rail and destined for shipment by steamer can be stored in cars awaiting the arrival of the steamer.

**Will Double Track to Everett.**  
The Northern Pacific has already been double-tracked between this city and Black River Junction, a distance of twelve miles, and the Great Northern will double-track its line from this city to Everett, for conven-

ience in the rapid handling of the stored freight cars between the storage yards and the steamer docks. The Great Northern engineers have worked out plans for the equipment of that road with electric motive power between this city and Leavenworth, the first station of importance east of the Cascade tunnel.

This vast scheme of improvements is being installed with an eye single to the handling with the greatest economy and dispatch of large quantities of freight, and its transfer from rail to steamer, or vice versa, with the least amount of labor or expense. When the big steamers arrive in Seattle next year they will be able to run alongside the coal bunkers of the Pacific Coast company (a Hill corporation) and take on fuel coal which is mined by that company in this county, transported to tide water over the company's own railroad, and loaded into the bunkers of the vessels at a total cost of not more than \$1.50 a ton. This is one-fourth the cost of the equal grade of coal at San Francisco, and one-third the cost of it at Portland, and cheaper than coal can be delivered on board the vessels at the other port on either shore of the Pacific with the exception of the ports of British Columbia.

**At Smith's Cove Dock.**  
Having taken on fuel the big steamers will be able to run alongside the newly enlarged Smith's cove dock, and there lie in thirty-five feet of water at the lowest tides, while loading or discharging cargo. Plans have been prepared for the construction at the outer end of this slip of a tide gate, the purpose of which is to keep the water within at the same height all the time the steamers are at them, thereby greatly facilitating the loading and discharging. Along the dock from end to end two tracks will provide freight in cars, and this freight can be loaded directly into the holds of the big steamers through any one of sixteen hatchways. From the second story of the dock warehouses accumulated freight can be loaded into the vessels by electrically operated conveyors across the tops of the freight cars.

According to the present plans but a comparatively small proportion of the freight which goes to make up the cargoes of the big steamers will be arriving by rail and destined for water shipment, or vice versa, will be loaded directly from car to steamer or the reverse. While awaiting the arrival of the steamer or while awaiting to be dispatched east by rail cars containing through freight will be stored in the storage yards without the necessity of obviating an expensive handling, and effecting a great saving in insurance charges, since freight stored in cars will be much less liable to destruction by fire than that stored in warehouse.

**The Burlington's Part.**  
Under the merger ownership of the Burlington system by the Great Northern and the Northern Pacific that road will contribute to the transcontinental lines in supplying the big ships with west bound cargoes. From the practically inexhaustible forests of western Washington lumber will be dispatched to the great treeless agricultural region of the Burlington country, and the cars will return laden with raw cotton from the states south of St. Louis, and destined for Japan, to be manufactured into cotton fabrics and thence to be distributed to all the countries of the Orient. In years of a large crop of that commodity, the west bound cars will bring corn from the Burlington country, which with cheaper transportation will become a popular and staple food for the Chinese in competition with the flour of Washington, Minnesota and the Dakotas and the rice of their native land. Some idea of the possibilities of traffic in the first of the commodities named may be obtained from the statement that the exports of cotton to Japan for the fiscal year ending with last June amounted to \$9,252,000 pounds, and that in competition with the other ports of the Pacific and all water route from the Gulf ports 64,354,000 pounds of this moved via Puget Sound. This is an increase from 793,000 pounds in nine years, a growth which still continues and seems capable

of almost indefinite expansion in years of a large American cotton crop. From the state of Washington the transcontinental railroads carried to eastern destination during 1905 75,000 car loads of lumber and shingles, and the shipments would have been 400 car loads greater but for the impossibility, at seasons of the year of getting cars in sufficient number to handle the traffic.

**American Beef for Nabobs.**  
What is being done with cotton, what can be done with corn with low transportation rates, can be done with scores of the products of the middle Western states. With the development of this new and cheaper route between America and the far East the Oriental potentates will within a few years eat American beef from the middle Western prairies, China will be rendered happily independent of the Liverpool quotations by the ready and expensive market for their product in the far East.

But the representatives and agents of the company which is soon to place the new steamers in operation are not confining their efforts to securing west-bound cargoes alone. At the present time there are, aside from the United States army transport fleet of thirteen vessels, with an aggregate gross tonnage of 60,238 tons, thirty-large ocean-going vessels engaged regularly in the trans-Pacific trade. Twelve of these, with an aggregate gross tonnage of 96,615 tons, sail from San Francisco; three, with an aggregate gross tonnage of 14,700 tons, sail from Portland, and twenty-four, with an aggregate gross tonnage of 131,557 tons, sail from Puget Sound. Of the Puget Sound fleet five vessels, with an aggregate tonnage of 27,400 tons sail from Victoria, B. C., in connection with the Canadian Pacific railroad, while the other nineteen, with an aggregate gross tonnage of 104,157, sail from the American ports of Seattle and Tacoma.

These American Puget Sound steamers constitute four fleets, the steamers of three of which depend in a large measure for their cargoes upon the traffic arrangements which have been made with the Northern transcontinental railroads. These contracts are so drawn as to permit their abrogation by the railroads, and by abrogating one or more of them the railroad companies will be able to provide rail cargoes for the big new steamers from the time they are placed in commission.

**Mr. Farrell's Important Mission.**  
J. D. Farrell, president of the Pacific Coast company, assistant to President Hill, of the Great Northern and prospective president of the Great Northern Steamship company, is now in the far East studying the trans-Pacific freight carrying traffic from that point of vantage. With power to enter into traffic arrangements with other transportation companies, to establish agencies and to make contracts for carrying freight, Mr. Farrell's visit is of large significance in the approaching contest between the trans-Pacific steamers and those of the Suez route. The approaching contest will decide whether it will continue to be, and whether the cities of Europe will continue to wax fat on this traffic as they have done for ages.

A significant suggestion of the character of the result to be anticipated from Mr. Farrell's visit is contained in the recent action of the trans-Pacific steamship companies, having traffic contracts with the transcontinental railroads, in the contest for the hemp traffic. The imports of Philippine hemp into the United States now amount to 40,000 tons annually and are increasing with great rapidity. At the present time this commodity is carried via the Suez canal to the Atlantic coast ports, thence moved by rail to the interior cities where it is manufactured, and eventually a large portion of it is consumed in the Mississippi valley states in the form of manilla twine. The rate on hemp from Manila to Chicago has been \$15 a ton, and the trans-

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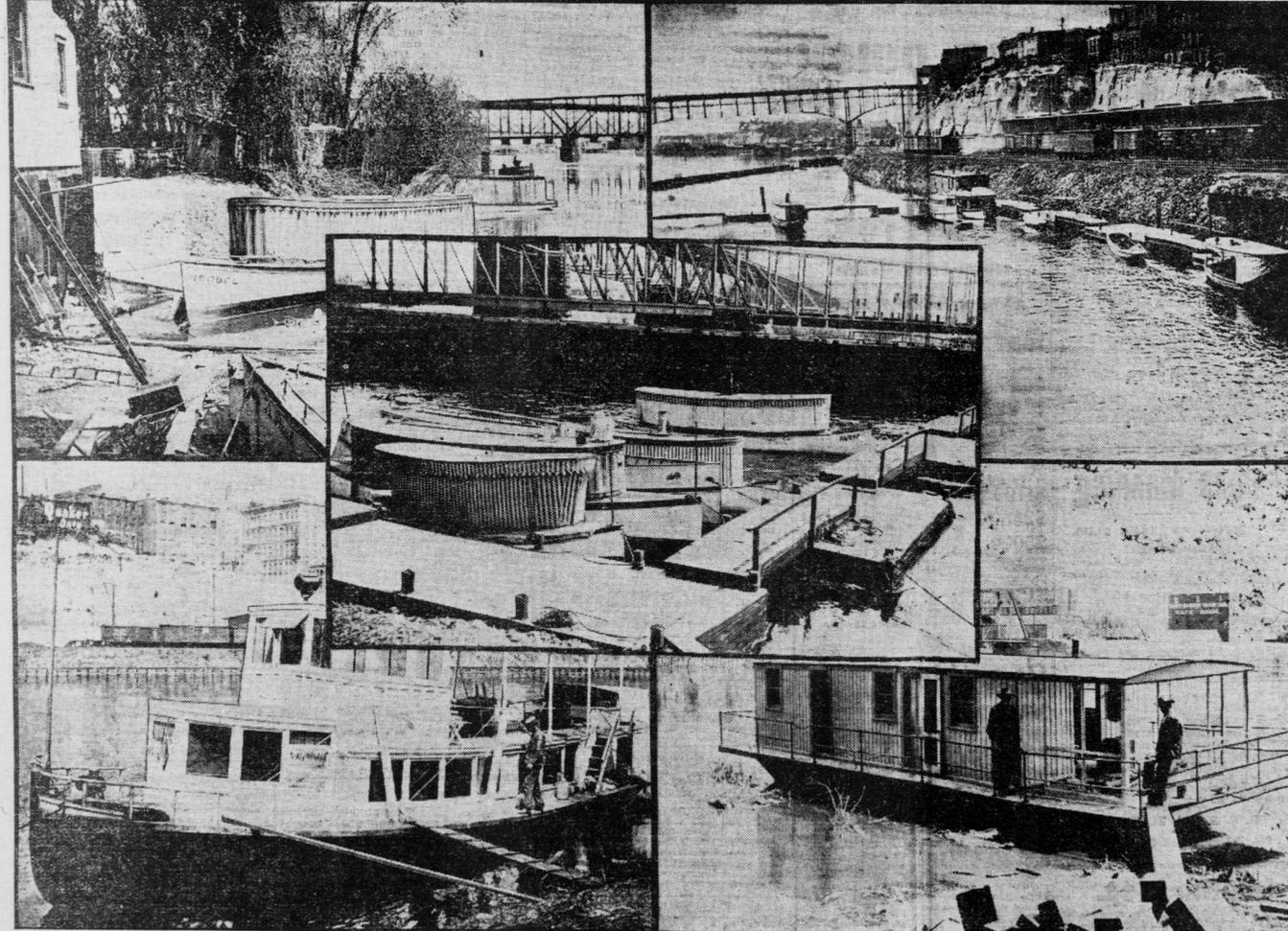
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## YACHTS AND HOUSEBOATS ON THE MISSISSIPPI



THE OLD HOME ON THE ISLAND.  
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Everything is in readiness for the opening of the yachting season on the Mississippi by the St. Paul Yacht club, the members of which have fully seventy-five craft on the river.

Many of these boats are of large proportions, the largest being Fred Schiffmann's "Admiral Ceryera," a stern wheel, steam, sixty-foot yacht; and probably the next in size is that

of Rudolf Schiffmann Jr., "The Roamer," a fifty-five-foot, gasoline stern wheel, cruising yacht. The "Dunnotar," owned by W. J. Keith, Minneapolis, a fifty-foot cruising yacht, comes next in rank, and the Ernest, a fifty-foot gasoline yacht of graceful lines, owned by Dr. F. D. Parker, of St. Paul, is among the well known ones.

THE NEW YACHT RENDEZVOUS.  
Foot of Robert Street.

"Sally," a forty-three-foot gasoline yacht, owned by ex-Commodore John D. O'Brien, was one of the very first in the water this season.

"Kid," a gasoline launch, is the flagship this year, the property of Commodore J. A. McLeod. "Vagrant," owned by L. S. Cushing, of the thirty-foot variety, "Jennie S." Stein Bros., "Isobel," B. W. and P. B. Rising;

BIRD'S-EYE VIEW OF NEW DOCKS.

John J. Dobson will take his stand will be that of his twenty-eight-foot cruising launch, "The Ocamaza," "Bohemian Girl," George G. Wright, and "Minnesota," George C. Garrow, are all thirty-five feet in length. "Joia," a thirty-seven-foot gasoline launch, is owned by a club, J. Frendergast, Norman Klitson, John Schwarz, Dr. B. F. Paxton and Dr. G. B. Sandberg.

FRED SCHIFFMANN'S HOUSEBOAT

"Muriel Wright," Dr. Wright, Minneapolis, are thirty-two-foot crafts. "Voyager," Konantz Bros., "Bohemian Girl," George G. Wright, and "Minnesota," George C. Garrow, are all thirty-five feet in length. "Joia," a thirty-seven-foot gasoline launch, is owned by a club, J. Frendergast, Norman Klitson, John Schwarz, Dr. B. F. Paxton and Dr. G. B. Sandberg.

Pacific steamship lines and transcontinental rail lines did not meet that rate last year, all commodities moving from there to the United States or vice versa will be forced to move in American bottoms to avoid paying heavier duties, and this will be a large factor in favor of the all-American route.

**Jute Traffic From India.**  
What is being done toward securing a share of the hemp traffic will probably be done towards securing a larger share of the jute traffic from Calcutta. The imports of jute into the United States last year amounted to 127,600 tons and but a comparatively small portion of this came to the Pacific coast ports. The United States imports large quantities of pig tin from Java, via the Atlantic ports, and large quantities of tin plate are consumed by the salmon canneries of the Pacific coast. The development of the iron and steel industry on Puget Sound, which has already been well begun, contains a suggestion for the development also of this important branch of it, comparatively closer to both sources of supply and market, than are the eastern tin mills.

The same is true of the importation of carpet wools from China, which come to the Atlantic ports at the rate of 20,000,000 pounds annually, are manufactured in the Eastern states and consumed largely in the Middle Western and Western states. The shorter and cheaper route of transportation naturally suggests a readjustment of the location of manufacturing plants. Until a few years ago the United States imported a large amount of raw sugar from the Philippines, but this has fallen from 145,000,000 pounds in 1886 to 11,000,000 in 1892. The production of sugar in the islands is increasing rapidly, and it needs but the readjustment of conditions of manufacture, trade restrictions and market control, to cause this movement to be resumed.

These facts and figures merely suggest the possibilities of the Oriental trade of the future, and the possibilities of the increase of trans-Pacific carrying in competition with the carrying via Suez.

—Joe Smith.

**OYSTER SHELL "CULM HEAP."**  
Great Banks Find Ready Sale for Several Purposes.

With only this month for the legal taking of oysters, the packers in Delaware, Maryland and Virginia are doing hard work and are piling up immense "culm banks" of shells outside their establishments. One of the most curious of these great piles of shells is at the Hampton packing house, at Hampton Roads. Here is where most extensive operations are conducted during the months in which the "R" appears.

The average citizen may not know that oysters are planted, cultivated and harvested like any other crop, a person who engages in this industry being known as an oyster planter. Thousands of acres of oysters are under cultivation in Hampton Roads, which, during the harvesting season, is often literally alive with the rearing machines of the oystermen.

When the oysters are from one and a half to two years old they are usually large enough to be sold, and, as a rule, part of them are sold at this age and the balance in the third or fourth year, after which time the ground is allowed to rest a year before being planted again. Great care must be exercised in the selection of bottoms for oyster planting, if the planter would be financially successful.

The largest packer in Hampton opens from 100,000 to 200,000 bushels of oysters a year. In this house, as the men open the oysters, they drop the shells on an inclined plane from which they slide into a trough and are carried along by scrapers attached to an endless chain called a "shell conveyor," which takes them without further labor to the shell pile in the yard. When a shucker has finished his measure he carries it to the strainer, where the oysters are strained and measured. They are then emptied into large casks kept full of fresh water by means of which any loose shell or grit is washed out. From these casks the oysters are dipped into a second strainer, and when separated from the water are again measured and packed.

The shells are sold for from 1 to 2 cents a bushel, and are used extensively by oyster planters for the propagation of oysters. They are placed in small piles on grounds found suitable for the purpose, where the spat or small oyster will attach itself to the shells. They are also used for making shell lime and for obtaining the excellent shell roads found in some parts of the Virginia peninsula—Philadelphia North America.

The City Council will receive bids for repairing its portion of the Burr street bridge, the "Omaha" road paving their portion at the same time.

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