

populace of our country will assure both trading power and wealth.

The interest shown by our younger element in any subject pertinent to foreign trade, forcefully reveals the necessity of educational preparation, especially for the teaching of commercial languages of the world, and above all for the study of business fundamentals. Such training would have far-reaching consequences and give to our rising young men not only superiority as a means to augment the

value of their work to those who purchase it, but the capacity for conciliation in national and international affairs.

While it is probable that after the war this country will start less handicapped—commercially and financially—than any other nation in the world, if we are to retain this advantage and improve it, by no other means can it be than making ourselves more efficient—introducing into practice new and improved methods and providing the elasticity and security necessary in credit to our business affairs.

What the Tacomans are Doing

IN keeping with the records of other shipbuilding ports throughout the United States, Tacoma had a series of launchings during the month of May, which resulted in three vessels being added to the wooden fleet of the American merchant marine, one wooden vessel to the French fleet and a steel steamer to the list of American ships. All the launches were successful and the vessels are now being rapidly fitted out at the various yards.

The Tacoma Shipbuilding Company was among the first to put a ship overboard during May, this being the first launching from the yard of that concern. This vessel was the "Beloit", named after the Wisconsin city of Beloit. The "Beloit" is a Ferris type ship and a sister to the other craft being turned out at the Tacoma Shipbuilding Company's plant. She was launched on May 15th and among those who attended the ceremony were Arthur G. Prichard, treasurer of the company; John S. Baker, vice-president; Judge W. H. Snell, Captain Bustad of the Shipping Board, and J. S. Whitehouse.

The Wright Shipbuilding Company launched the Ferris type steamer "Yakima" from their plant on May 1st, this also being a first launching.

On the evening of May 22nd, the "Noyon" was launched at the Foundation Yards Number Four, and is the second auxiliary schooner for the French Government to be turned out here.

The "Cheron", a Ferris type wooden steamer, was sent into the water from the Seaborn yards on May 9th.

At the plant of the Todd Dry Dock & Construction Corporation, the "Masuda", the second steel steamer to be turned out by the plant, was launched on the evening of May 23rd. The launching was witnessed by President William H. Todd and a large number of Puget Sound and New York ship-ping men. The vessel was christened by Miss Ethel Eves, daughter of J. A. Eves, general manager of the shipyard. Among those present were James

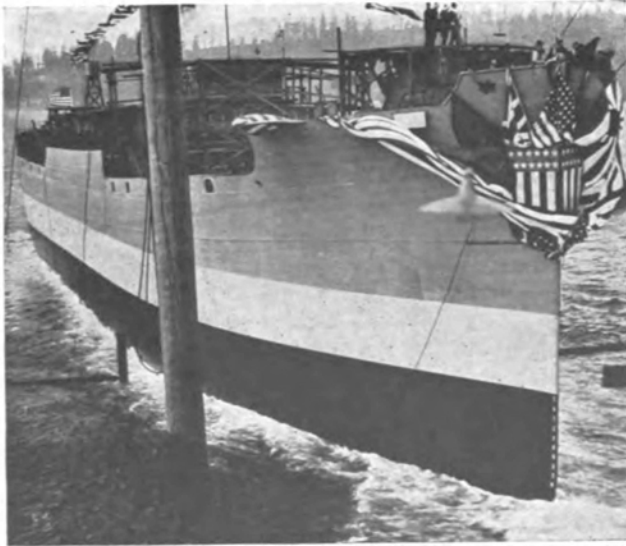
Barber of the Barber Steamship Company, New York; H. F. Alexander, president of the Pacific Steamship Company; William Jones, treasurer of the Pacific Steamship Company; C. W. Wiley, general manager of the Todd interests in the Northwest; C. S. Holmes, assistant treasurer of the shipbuilding company, and C. M. Riddell, mayor of Tacoma.

Following the launch of the "Masuda", President Todd announced that \$2,000,000 would be spent here by the company in enlarging the plant. The improvements will consist in the installation of boiler, foundry and machine shops, so that vessels can be fitted out entirely at the yard. The number of building ways will be increased to ten.

After having two Fairbanks-Morse heavy duty oil engines installed the freight steamer "T. W. Lake", owned by the Merchants Transportation Company, is expected to go into service within a few days. The operation of this boat, which was formerly propelled by steam, will be watched with interest by local freight boat and tug operators.

Damage to the extent of \$100,000 was suffered by the cargo on the Osaka Shosen Kaisha steamship "Burma Maru", which put back here on May 22nd, after sailing for the Orient, with her cargo on fire. The fire was discovered when the vessel was 216 miles out and was confined to the after hold. The freight in this hold was made up of cotton, automobiles and tin plate. The damaged cargo was discharged at the Balfour docks and the vessel reloaded and sailed on May 29th. Several deck plates were buckled by the heat, and one deck beam was damaged slightly.

Vessels of the Osaka Shosen Kaisha and other Japanese craft which have been chartered to W. R. Grace & Company, by the Emergency Fleet Corporation officers, are taking on fuel and coal cargoes here. The ships are stated to be listed for West Coast ports on the outward voyage, and thence to the Atlantic. Among the vessels leaving Tacoma were the "Kunijiri Maru", "Java Maru", "Penang Maru" and "Indo Maru".



Launch of the steamship "Masuda", from the plant of the Todd Dry Dock & Construction Company's plant, Tacoma.

The Osaka Shosen Kaisha during May had the largest number of vessels at Tacoma in the history of the line's activities at this port. There were six ships berthed at the Milwaukee docks in one day, or an aggregate tonnage of 24,000. During the entire month there was at all times from two to four of the company's vessels in port.

Coastwise lumber business out of Tacoma has been very light when compared with former years. There is some movement by steam schooners and the Peruvian bark "Belfast" got away with 1,600,000 feet of lumber for the West Coast. Local exporters declare that the off-shore markets are extremely quiet.

The auxiliary schooner "Roya", named in honor of the French city of that name, was launched at the Foundation Company's Plant Number Four on June 1st. This makes the third vessel launched at these yards since May 1st and the tenth wooden vessel to be launched by Tacoma builders since the Shipping Board's great shipbuilding program was started. At present it looks as though the Tacoma yards would average one launch per week. The "Roya", like her sister ships from this yard, is 280 feet long over all by 45 feet 6 inches beam. She will be rigged as a baldheaded five-masted schooner and powered with two triple expansion engines of 400 horsepower each. Among those present at the launching were Captain H. H. Williams, Captain Mannoni, Frank Walker of Seattle; Colonel Frank Ross and Mr. Cox of Cox & Stevens, the New York naval architects.

The "Gerberviller", the first vessel to be launched by the Foundation Company, she having gone down the ways on May 1st, was put through her trial runs on June 1st. The engines were in charge of George Kingsbury, who is superintendent of installation at the plant, and the ship in the hands of Captain H. H. Williams, French Government representative here. According to those in charge for the French Government, the trials proved highly satisfactory.

FUTURE DEVELOPMENT OF HARBOR AND RAIL FACILITIES FOR SEATTLE

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acting vertical ammonia compressor at 150 r.p.m., which is being used as a pump-out machine and general scavenger. All necessary equipment, such as condensers, pumps, etc., are installed in this building. In consideration of the human factor, safety appliances have been installed in the piping and on the compressors. The ice plant is located in the west half of this building, and has an ice making capacity of 100 tons of ice per twenty-four hours. The coils in the tanks are operated on what is known as the flooded system, and all the mechanical ice handling machinery and conveying appliances for the economical and convenient handling of the ice, have been installed.

The fish handling shed is one-story high, 101 feet by 109 feet, with a net floor area of 9640 square feet. This shed is used for the accommodation of fish brokers handling their fish in our cold storage plant.

Salmon Bay Terminal

On the south shore of Salmon Bay, about a mile above the locks in the Lake Washington Ship Canal, is located the Salmon Bay Improvement, comprising thirty-six acres of very valuable land. This occupies a strategic location in that it is the first site above the locks which is adapted for a terminal to accommodate large ships. Its ultimate development will await the coming of commerce through the canal, and will be governed largely by the nature of this commerce. A dock, net warehouse, and transit shed have been built to accommodate the fleet of Northwest fishing boats, and at times, there have been as high as 350 boats berthed at this terminal. One 300-ton and one 50-ton marine ways have been installed, and have been put to almost constant use by the fishermen, which makes it convenient to have such equipment near the mooring basins for their vessels.

A large area of this improvement, which was filled by hydraulic means recently, has been leased to the Meacham & Babcock Shipbuilding Company, who are building wooden vessels for the Emergency Fleet Corporation.

WIRELESS MANUFACTURING PLANT IN SEATTLE

The Kilbourne & Clark Company has purchased a three and a half acre site in Seattle, which will be developed into one of the world's largest wireless plants.

The old location has been purchased by the Skinner & Eddy Corporation, who occupy the adjacent area.