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Yard which was considerably lower than the amount of the lowest bid. The question as to whom the award will be made is still pending in Washington, D. C., so far as the office of the Lighthouse Inspector of the Seventeenth District has been advised.

ALASKA-PACIFIC STEAMSHIP COMPANY TO INCREASE FLEET.

We have received a wire from H. F. Alexander, President of the Alaska-Pacific Steamship Company confirming the report that this company has purchased the two ships "Admiral Dewey" and "Admiral Schley," sister-ships to the "Admiral Sampson" and "Admiral Farragut" now operated by this company.

Mr. C. W. Wiley, manager of the Alaska-Pacific Steamship Company, is now in Philadelphia arranging for the alterations that will be necessary to fit these vessels for service on this Coast.

The "Admiral Dewey" and "Admiral Schley" are to be operated in the Seattle-Los Angeles service of the Alaska-Pacific Steamship Company in conjunction with the steamers "Admiral Farragut" and "Admiral Sampson." It is planned to bring these two vessels to this Coast via the Panama Canal. These vessels should prove a very valuable addition to the Alaska-Pacific Steamship Company's fleet.

THE TWO SHIPS FOR THE SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY.

It has been generally known for some time past that two ships are building at the yards of the Cramp Shipbuilding Company at Philadelphia for service between Portland and San Francisco. As the owners of these vessels, the Hill interests, do not wish the description of same made public at this time, we are waiting the receipt of a full and accurate announcement from the company concerning the details of their ships, and at which time this information will appear in the "Pacific Marine Review."

REPORT DENIED.

Although it has been reported that the Standard Oil Company are building a million-dollar oil tanker at the yards of the Newport News Shipbuilding and Drydock Company, we are informed in a letter received from J. C. Rohlf, manager of the Marine Department of the Standard Oil Company, that this report is incorrect. The Standard Oil Company is not building any vessels on the east coast at the present time.

NEW VESSELS FOR THE KOSMOS LINE.

By the time the Panama Canal is open to traffic, there will have been added to the fleet of the Kosmos Line thirteen new steamers varying from 12,000 to 14,000 tons d. w. capacity. Some of these steamers have recently been placed in this company's regular service and with very satisfactory results.

The Kosmos Line intends maintaining the trade routes they are at present operating to the West Coast of South, Central and North America and to take care of any further possibilities offering in connection with the new route.

TUG "MILWAUKEE" BUILT FOR MILWAUKEE TERMINAL RAILWAY COMPANY.

The Seattle Construction & Drydock Company recently delivered the tug "Milwaukee" to her owners. The "Milwaukee" is a single screw steel tug boat of the following dimensions: Length over all, 117 feet 6 inches; length between perpendiculars, 110 feet; breadth, molded, 22 feet 6 inches; depth, molded, 15 feet.

The vessel is equipped with a vertical, inverted, direct acting, three cylinder triple expansion engine of 800 h. p.,



and a single ended Scotch marine boiler. The furnaces are fitted for burning oil with natural draft. The quarters for the crew are located forward and are accessible from the house on deck, so in case of rough weather the members of the crew are not compelled to go out on deck to go to their quarters. The officers' quarters are located on the lower deck aft and are accessible from the engine-room.

The "Milwaukee" is also equipped with a steam towing machine, steam capstan aft for handling lines, steam steering gear, search light, two large cast iron towing bits, one aft and one forward on the center line of the deck, and electric lighting plant. The vessel is heated throughout with steam heat.

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