

prospective intermediate point, and from there west to Helena.

Another plan is to continue the main line on to Harlowton direct, and there connect with and absorb the Montana Railroad and build from its terminal a direct line to Helena and thence perhaps to the Pacific Coast. Such a line would be more than 100 miles shorter from Helena to Chicago than any of the existing lines.

A CHICAGO-MILWAUKEE PLAN.

Extension of Line Under Way to Secure Montana Freight Business.

Special to The New York Times.

HELENA, Mon., July 11.—That the Chicago, Milwaukee and St. Paul Railway is going to make an effort to break into Montana territory and thus to secure Northwestern business, independently of the Northern Pacific-Great Northern-Burlington combine at St. Paul, has become evident.

A party of surveyors of that company, headed by Mr. Hume, the chief engineer, is now at Miles City, headed westward on a survey of a proposed extension of the Milwaukee's line that now terminates at Evarts, S. D. Between Evarts and Miles City not a grade to exceed 1 per cent. was encountered, and not a single cut will have to be made in the construction of the line.

The engineers are working under secret orders and will not disclose any of the plans of the company, but the information has leaked out that the party is headed for the mussel shell country, sixty miles north of Billings, with perhaps Lawistown as a