

in Oregon, 350 feet high.

The Kuskulana bridge is 328 feet high. It consists of standard trestle approaches and three pin-concreted steel spans, with piers of solid concrete. The total length and approaches is 800 feet; of the steel structure, 525 feet. The bridge was completed on Christmas day, and has since been placed in regular operation for construction and ore trains of the Copper River & Northwestern, which is building 50 miles beyond the bridge to the Bonanza mine. An electric plant was set up in the canyon, which lighted the entire works day and night, owing to length of darkness and cold.

EXHIBIT CARS ON CHICAGO, MILWAUKEE & ST. PAUL.

The Chicago, Milwaukee & St. Paul Railway carries on a unique campaign for the settlement of the new lands along their western lines, including the Chicago, Milwaukee & Puget Sound Railway, recently completed from the Missouri river in South Dakota to Seattle and Tacoma, Washington. One of their features of advertising is the plan of traveling exhibits of agricultural and horticultural products of western Dakota, Montana, Idaho and Washington.

Three exhibit cars are handsomely equipped with displays of grains, grasses and fruits from the above states, as shown in the accompanying illustration. These cars are sent through the states of Illinois, Iowa, Indiana, Ohio, Michigan, Wisconsin and Missouri, stopping a day at each town. Since it is desired to reach the farmer

above all others, the towns selected for stops are usually small and are surrounded by good farming country. The exhibit cars are well advertised in advance by means of the newspapers, flyers, window cards, and personal invitations that are mailed to each farmer in the four townships surrounding each town. Literature descriptive of the country is distributed from the cars. Attendants well posted regarding the country accompany the cars to explain the exhibits, answer questions and secure settlers. A register is kept of those who are good prospects, and later the list of names is followed up vigorously. The hall of each town visited is rented, and in the evening a free stereopticon lecture on the western country is given, with views showing the growing crops, the class of farm improvements, stock, new towns, harvest scenes, etc. In the lectures, accent is given to the thousands of acres of government lands that may be homesteaded. The cars and lectures are extremely well attended and have proved to be a most effective method of securing settlers. The Chicago, Milwaukee & St. Paul Railway owns no agricultural lands and has none for sale. The work is carried on exclusively to develop the country and increase the tonnage. In proving to the eastern farmer that in remaining to pay high rents when so many opportunities can be found in the west, to secure land of his own, this company is performing a public service.



EXHIBIT CAR ON CHICAGO, MILWAUKEE & ST. PAUL.