

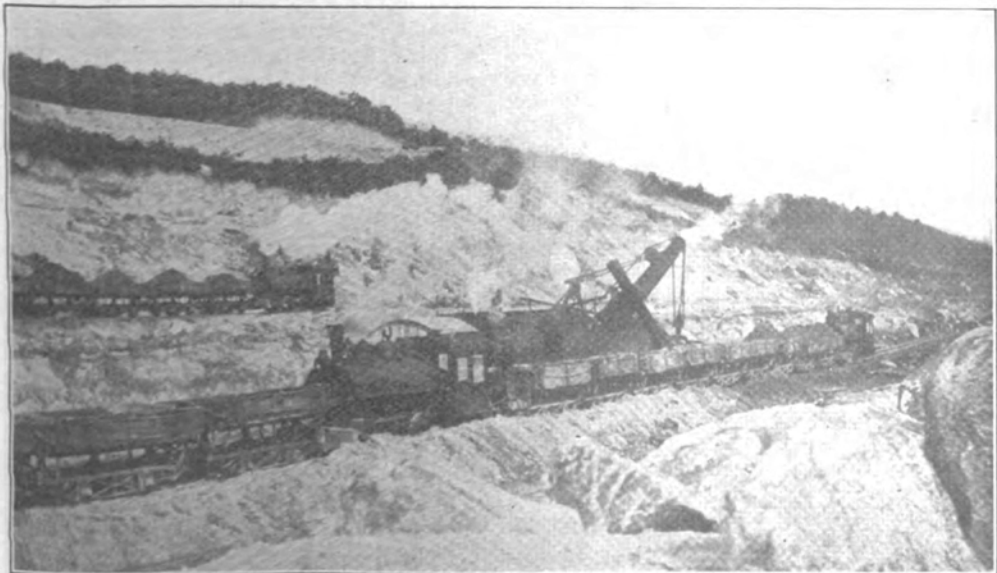
Water-Power for Western Railways

What is said to be only the beginning of an extensive use of electric power on railroads between the Rocky Mountains and the Pacific is seen in the Interior Department's grant of the right to transmit such power over the public domain to the Great Falls (Mont.) Power Company, for the electrification of 450 miles of the main line of the Chicago, Milwaukee & Puget Sound railway, between Harlowtown, Mont., and Avery, Idaho. This will be the longest stretch of electric railroad in the world. Secretary Fisher thinks that eventually such power will be used on all the railroads between the Rocky Mountains and the Pacific coast. John D. Ryan, head of the Great Falls company, predicts that 10,000 miles of road will be electrified within a few years. He asserts that there is enough available water power to operate all the railway lines west of a line drawn north and south thru the center of Montana, and north of a line along the southern boundary of Colorado. Altho the company sought only the right to transmit by wire, it accepted strict provisions in the interest of the public. The rental for the first ten years is merely nominal. Every ten years, however, it is to be readjusted. The Government may regulate rates and service, and power must be sold to the United States, to the two States, and to cities at prices as low as are paid by any other buyer. Power for the 450 miles will be supplied from nine sep-

arate and distinct plants, but these are owned by one company. The road crosses three mountain ranges, the Belt Mountains, the Rockies, and the Bitter Root chain. It is said that the cost will be \$8,000,000, and that much will be saved eventually by the change, as one-third of the railroad's equipment is now used in hauling fuel. Electric motors, it is asserted, will run 1200 miles without inspection, while a distance of 150 miles is the limit for steam locomotives; also, that steam power costing \$150 can be displaced by electric power costing only \$40. The change will be in the interest of conservation, as the consumption of large quantities of coal will be avoided, and water power now going to waste will be used.

Doomed to Disappear

That Boston has perceived its harbor-front needs and is setting to work to win back its old-time supremacy in commerce, means improvements that probably will be approved by business interests but will be in some degree distasteful to visitors and idlers. To the man who loves the sight of masts and sails and to sit on a dock and talk to fishermen and tars, the announcement of Boston's waterfront plans is something to be regarded with forebodings. He is likely to have in mind the way the "modern" docks of New York shut off from his sight everything but glimpses of masts and the tops of funnels: the sight-hungry idler



CUTTING CAPE COD

A Steam Shovel at Work on the "Collins' Farm" last November.