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*Illustrated.

St. Paul Railroad to Electrify Rocky Mountain Section.

It is announced that the Chicago, Milwaukee & St. Paul railroad has decided to start work immediately in preparation for the electrification of the Puget Sound lines, between Avery, Idaho, and Harlowton, Mont. This work involves 440 miles of main line and 10 miles of sidings and means the expenditure of \$13,000,000 within the next 4 years. The section to be electrified is in the Rocky Mountain district. The road has signed a contract with the General Electric Co. involving a preliminary expenditure of over \$2,000,000.

Concerning the undertaking, C. A. Goodnow, assistant to the president of the road, in charge of construction, said:

"It is proposed to haul freight trains of 2500 tons at a speed of from 15 to 18 miles an hour and passenger trains at a speed of from 25 to 30 miles an hour on a 2% incline. We have contracted with the General Electric Co. for a powerful, especially designed electric locomotive for developing this speed, ascending maximum grades.

"The proposed electrification crosses three separate mountain ranges, the Bitter Roots, the Rocky mountains, and the Belt mountains, all within the territory known as the Continental divide, with many miles of three-tenths and six-tenths per cent gradients between the ranges. The line at the summit of the Bitter Roots reaches an elevation of 4170 ft., the Rockies 6322 ft., and the Belts 5788 ft.

"We have entered into long time contracts with the Montana Power Co. and the Thompson Falls Power Co. for the electrical energy necessary to perform these services. Plants will be erected at several points along the line. In time there eventually will be developed a tremendous reservoir of electrical energy at Great Falls from which may be drawn any amount of power to operate the railway."

More Opportunities in Mining Today Than Ever Before.

There has been altogether too much said, and altogether too much good white paper wasted of late by the "professional" yellow-legged, sky-scraper mining engineers on the "Decline in Prospecting."

There has been no decline in prospecting at all; it may be true that a few of the states have been neglected for other newer or more favored fields; but on the whole, when they are all added up, it will be found that there are really more men engaged in looking for mineral today than there has been for years, or at least since those who now berate the honorable calling of the prospector have been out of short pants.

It is not that there is a shortage of prospecting or of good prospects, but on the other hand, if there is any let-up in mining at all, it is due to other causes.

One of the causes, if we were called upon to ex-