

839

WLD-0

Saint Paul, Minnesota, July 26th, 1916.

Mr. George T. Slade,
First Vice President.

Dear Sir:-

Referring to your memorandum of the 25th instant with the attached clipping from the Daily Missoulian of the 6th instant.

The Milwaukee Company have recently let a contract to Clifton, Applegate & Toole for the construction of 22 miles of extension of the present road up the Blackfoot River, making the easterly terminus near the mouth of the Clearwater. From the mouth of the Clearwater they have two routes in view, one northeasterly toward Great Falls, the other northerly and slightly westerly to the head of Swan River thence down Swan River to near the northeasterly edge of Flathead Lake, thence along the north fork of the Flathead River to Coal Fields in British Columbia. They made a location several years ago from Columbia Falls north towards the boundary, I am not sure just how much was actually completed but I know the survey was made in competition with the Great Northern and I think the Milwaukee Company obtained prior rights. It was this route that the O.-W. were to connect with for their extension from Lewiston over Lo Lo Pass to Missoula.

There is a very easy line with a low pass between the head of the Clearwater and Swan River through to Columbia

Inc. Apr 1909
Dissolved in 1911

Falls. The Northern Pacific at one time made a reconnaissance over this route and survey was completed from Dixon through Columbia Falls to a distance of 30 miles up the North Fork beyond Columbia Falls.

Yours truly,


Chief Engineer.

encl