

GAINS ON MOBILE AND OHIO

In consequence of an increase of \$1,178,326 in gross earnings in 1906, the Mobile and Ohio shows in its fifty-eighth annual report a marked improvement in all items of its income account. The gross earnings for the year were \$9,445,928, of which \$7,127,588 was contributed by the freight department, this branch of operation increasing its receipts by almost 20 per cent. Passenger earnings fell off about \$202,000, which was about made up by the large increase in receipts from miscellaneous sources, so that the total earnings increased 14.25 per cent. There was a marked increase in operating expenses, maintenance of equipment alone increasing 26 per cent, and conducting transportation nearly 17 per cent. In consequence net earnings for the year were \$2,900,493, which is 10.84 per cent better than in 1905. The operating ratio was 69.29 per cent.

President Spencer shows that the tonnage movement for the year amounted to 1,114,905,371, an increase of 224,040,651 ton miles. Much of the increase in operating expenses was devoted to betterments for improving the efficiency of the property so as to care for future expected additions to the tonnage. The mileage remains at 926 miles, which is no change over the previous year. On this, the expenses of maintenance of way and structures per mile of road for the year were \$1,417, as compared with \$1,273 for the year preceding. Five new steel bridges were erected during the year and contract has been made for replacement of four light bridges between Meridian, Miss., and Mobile, Ala., three of which will be replaced with modern steel structures, and one with reinforced concrete arch.

During the past five years 492 miles of 70 and 75-pound steel rails have been put in the track, replacing 56 and 60-pound rail. The 60-pound rail in main track is located chiefly on the Montgomery division. The replacement of this rail, which was laid in 1897 will not be necessary for several years. There were on hand at the close of the year 342 tons of new 75-pound steel rail, 1,320 tons of serviceable relaying rail, and 314 tons of scrap.

The funded debt and equipment trust obligation increased during the year \$1,492,867, making the total outstanding on June 30, 1906, \$28,593,154.

ROUTE OF ST. PAUL'S COAST EXTENSION

Surveys for the Pacific Coast extension of the Chicago, Milwaukee and St. Paul have progressed so far that the company has published a map showing the general outline of the route, together with a description of such details as are thus far known. Nothing is said of the financial plans which are called forth by the undertaking. It is expected that construction will be completed to Butte by January 1, 1908, and to the coast a year later.

The extension begins at Glenham, South Dakota, 89 miles west of Aberdeen, and eight miles east of Evarts, South Dakota, the present crossing of the Missouri River. The coast line will cross the Missouri River twelve miles west of Glenham and about the same distance north of Evarts. From the river the line follows the valley of Oak Creek and its tributaries for about 40 miles, from which point it practically parallels the State line on the plateau between the Cannonball and Grand rivers for about 50 miles, from which latter point advantage is taken of natural drainage to the crossing of the Little Missouri River.

Between the valleys of the Missouri and Little Missouri rivers the country is well suited for general agricultural purposes, although up to the advent of the new line it was only used for ranging live stock. Within the past six months the Government land west of the Indian Reservation has been rapidly taken up, and settlers are moving on in large numbers. From the Little Missouri River to the Yellowstone River the line follows Corral, Sandstone and O'Fallon creeks, adjacent to which there is much good farming land. The line follows the Yel-

lowstone River from a point four miles east of Terry, Mont., where there will be an overhead crossing of the Northern Pacific, to Forsyth, Mont., a distance of about 90 miles. The line passes through Miles City, and it is probable that division terminals will be established there.

Leaving the valley of the Yellowstone at Forsyth, the line follows Porcupine and Home creeks to the Musselshell Valley, which is followed for a distance of about 100 miles to Harlowton, where connection will be made with the Montana Railroad. This road will be radically revised.

The country between Forsyth and the Musselshell Valley is very sparsely settled, but is well adapted for ranching, the water supply being adequate. The valley of the Musselshell is very fertile and well cultivated.

At Lombard the line crosses the Northern Pacific Railroad overhead, and the Missouri River by a six-span bridge, 600 feet in length, and follows the Missouri and Jefferson rivers to the east slope of the Continental Divide, near Whitehall. Between Whitehall and Butte this divide, the main range of the Rocky Mountains, is crossed through Pipestone Pass at a maximum elevation of 6,350 feet. Two tunnels, 2,450 and 1,280 feet in length, and three steel trestles over deep ravines, from 100 to 160 feet in height, and from 400 to 600 feet in length, are the distinctive features of this portion of the line.

From Butte, at the foot of the west slope, the line follows the Deer Lodge, Hell Gate, Missoula and St. Regis rivers to a point about four miles west of Saltese, Mont., where the ascent of the Bitter Root Mountains begins. St. Paul Pass, the summit, is reached at an elevation of 4,200 feet, and a tunnel 8,500 feet in length is necessary in crossing this range.

The line follows the drainage of the St. Joe River to within a few miles of its mouth, and crosses the Idaho-Washington State line just east of Tekoa, Wash. The line between Saltese and the mouth of the St. Joe River is heavily timbered with white pine and cedar. From Tekoa to the Columbia River a fine agricultural district is traversed, the eastern part of which is very well settled. Vast forests of fir, red cedar and other valuable timber are tributary to the line between the Columbia River and Puget Sound.

At Johnson Creek summit, about 20 miles west of the Columbia River, there will be a tunnel 3,400 feet in length, and at Snoqualmie Pass there will eventually be a tunnel about two miles long at a maximum elevation of 2,569 feet, but for the present the operations through the pass will be by a surface line at a maximum elevation of 3,010 feet.

At Maple Valley, Wash., connection is made with the Columbia and Puget Sound Railroad, over the tracks of which access is obtained to the ample terminal property purchased at Seattle. A new line will be constructed from Black River Junction, Wash., to Tacoma, where a large amount of terminal property has also been secured.

The line from Glenham to Butte is under contract to McIntosh Brothers, of Milwaukee. The Bitter Root tunnel and approaches for two and one-half miles on each side, are being built by Nelson Bennett, of Tacoma, Wash. The line between the Bitter Roots and the coast is under contract to H. C. Henry, of Seattle. All steel bridges and trestles will be erected by the St. Paul's bridge department. Grading is completed and track laid from Glenham to a point about twenty miles west of the Missouri River, the crossing being made upon a temporary pile bridge. Much grading has been done in the Yellowstone and Musselshell valleys, and sub-contracts have been let and forces are at work upon the balance of the line.

Commissioners of the District of Columbia have forbidden the use of steam locomotives in the new Union Station.

The Southern Pacific has ordered 6,000 refrigerator cars.