

road being to hitch two or three locomotives to one train to haul it up the heavy grades, while with the Western Pacific one ordinary locomotive will haul an ordinary train over its steepest grades.

Immense Railway Construction.—According to the best railway engineering authority there are now more miles of construction in the "Inland Empire"—including something like 150,000 square miles of territory in eastern Washington, northern Idaho, western Montana, northeastern Oregon and southeastern British Columbia—than in any other similar area on the whole American continent. The railway mileage in the State of Washington alone is 1,500 miles, and the work in the three other states and provinces mentioned will bring the total to 3,000. Approximately 650 miles of line were built in Montana last year (1908), when that state headed the list in the Union (for one single state) for new work accomplished. There are at present 4,595 miles of main line branches, yard tracks and sidings in Washington, which was second in the list of new road construction with between 500 and 600 miles. The completion of the main line of the Chicago, Milwaukee and Puget Sound will add much more. In addition to this approximately 1,100 miles of steam and electric lines are projected to be completed before the close of 1911.

More Surveys Being Made.—Engineers are now engaged in making surveys for the Chicago, Milwaukee and St. Paul up the Blackford River and through the Clearwater country to Ovando, 65 miles east of Missoula, Mont., and 45 miles from Drummond, the nearest railway station, and will follow a straight line northward up the Swan River to that place, 100 miles. The Northern Pacific also has a surveying party out for the same purpose, and both are at work along the east side of Flathead Lake, where, it is announced, the Great Northern has also had surveys made.

Rival Roads Make Peace.—The rival fight between the North Coast and the Northern Pacific railroads in the lower Yakima Valley, Washington, has practically been abandoned, and the work on the North Coast will be pushed from now on. This statement has been made by President Robert E. Strahorn, of the North Coast, while in North Yakima. It is expected to have the North Coast completed into Yakima by January 1st

and 100 miles of road in operation by that time.

Western Pacific Track Laying.—Track layers on the Western Pacific have reached Palisade, Nev., thus making 290 miles of track laid between that point and Salt Lake City. There are still 100 miles to lay between Palisade and Winnemucca. At the latter place a new gang has been put on and is working westward toward the California line. Another gang is working in the vicinity of Beckworth, so that three gangs are now laying track, and a fourth will be put on soon. It is predicted that track laying along the entire system will be finished in four months. The company has awarded a contract to G. D. Patterson & Co. for a ferry building on the Oakland mole, and work will start at once. D. H. Burnham & Co. are the architects. The total contract price is to be \$100,000.

To Build a Branch.—At a meeting recently held by the board of directors of the Chicago, Milwaukee and Puget Sound Railroad a resolution was adopted authorizing the construction by that company of a Montana branch which will secure a certain route into the Flathead Indian country. The resolution calls for a line extending northward from Bonner through Missoula, Powell and Flathead counties to the international boundary line, a distance of approximately 200 miles. This is what is known as the Swan River route and will connect the Northern Pacific and Milwaukee on the south and the Great Northern in Flathead County, as well as tapping the rich coal and mineral fields of southern Canada.

More Lines in Mexico.—American and English capitalists have received a concession to build a railway from Mondosa, on the Mexican International, to the city of Chihuahua, a little over 400 miles. This proposed new line will pass through an exceedingly rich mineral belt, and it is claimed that the agricultural possibilities of that territory are fine. The preliminary survey was made by J. M. Reid, chief engineer of the National Railways of Mexico, some months ago. Work is to be commenced with the least possible delay. The road must be built and in operation within five years according to the terms of the concession.

A Road to Cross the Rio Grande.—The San Antonio and Rio Grande is now in operation from Ebenezzer, a point on