

in every respect—fully equipped with every modern surgical appliance, etc.

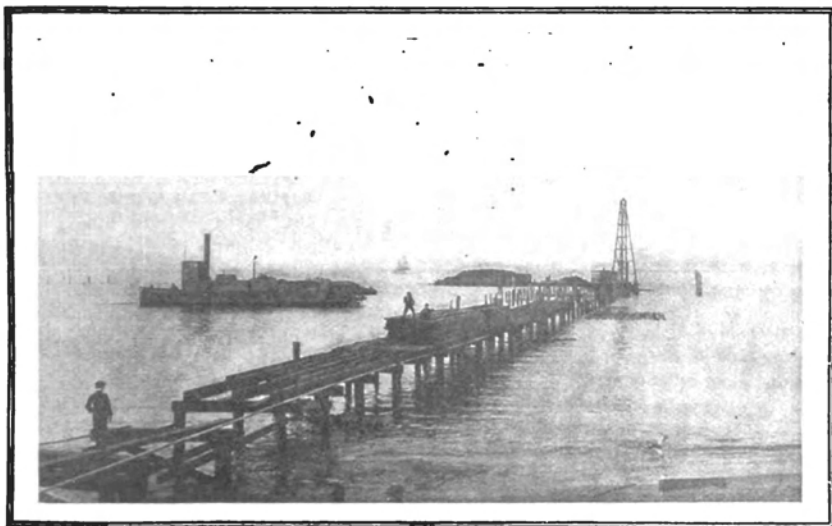
No hospital in the country will have better arrangements for perfect sanitation, and every patient will have the best care and treatment at the hands of a staff of very skillful and experienced medical and surgical practitioners.

This new hospital will take the place of the old and much smaller building that was destroyed by the great disaster of April, 1906.

Working on the Grade.—At present 600 men and 150 teams are working on

gress has already appropriated \$1,500,000, and that sum is now available.

In addition to building a great steel and concrete pier, over 1,500 feet long, by the government, the Southern Pacific Railroad Company will do a great deal of expensive work. That company will construct a line more than a mile long, extending close to the water front, to Fort Mason, and thence out to the terminus of the great pier. In order to reach the inner end of the dock at the shore it will be necessary to cut a tunnel over 1,500 feet long through the military reservation



WORK ON GREAT DOCK, RAILROAD, ETC.

Showing initial work recently commenced by the California Bridge Company for the U. S. Government, and to cost about \$2,000,000

the grade of the Ocean Shore line. There are only about 13 miles yet to grade before the entire line of road—84 miles—will be completed between San Francisco and Santa Cruz. Two additional engines were recently shipped from the Baldwin Locomotive Works and were expected to reach San Francisco early in December.

Work On Great Dock Railroad, Etc.—Active operations have been commenced by the U. S. Government near Fort Mason, San Francisco, for the construction of an immense dock pier and railway tracks. This work has been awarded to the California Bridge Construction Company of San Francisco. The total cost of these great improvements will reach about \$2,000,000, of which amount Con-

at Fort Mason. Permission to do this has already been granted by the War Department. Other expensive work will also be done by the railway company.

This pier will be of ample dimensions to allow five huge government transports to dock alongside at one time. Several very large warehouses will also be built on the shore through which the railroad lines will run.

The contract calls for the completion of this great work within 18 months.

Mr. Hill Says, "Its Up to the City."—Mr. Jim Hill recently announced at Tacoma, Wash., that the Great Northern has for a long time desired to enter that city as speedily as possible. It will come from Seattle over the Northern Pa-

cific's double track. First, the latter road must provide a modern passenger station to replace the present frame depot built over twenty years ago. The Great Northern will build its own yards, warehouses, and other freight terminals on land purchased from the Northern Pacific over fifteen months ago.

The Tacoma Chamber of Commerce, commercial organizations and real estate associations have all jointly worked in vain to secure the co-operation of the Tacoma city council, or to overcome its opposition to allowing Mr. Hill's railroads an opportunity to create modern terminals costing over \$6,000,000, including a new water grade entrance around Point Defiance. Mr. Hill declares that the whole matter is "squarely up to the city."

Highest Railway Bridge in California.

—The final span of what is claimed to be the highest railroad bridge in all California has been completed and swung into position. This new bridge is on a cut-off of the Nevada County Narrow Gauge Railway, of which Mrs. S. A. Kidder is the president, and its completion early in December last will work the opening of a new cut-off on that road that has been under construction for several months.

The bridge spans Bear River in Nevada County, between Grass Valley and Colfax, and the track stands just 200 feet above the surface of the water, even at a high stage. The bridge is 800 feet long, and is constructed of steel. The total cost will reach \$75,000, and this expense has been met for the purpose of shortening the road two miles and saving 15 minutes in running time. This new bridge takes the place of a much lower wooden structure that has seen service for years. [Note.—The total length of the N. C. N. G. R. R. is about 25 miles. It was constructed some years ago by Nevada County local capitalists, but the principal builder and owner of the line was S. A. Kidder. The latter died about six years ago and ever since his widow, Mrs. S. A. Kidder, has been president and general manager of the company. She looks after the actual operation of the road and the general business affairs, etc. She is a woman of rare executive abilities, and it is claimed that she is the *only woman* railroad president in the world.]

Work on the Rawhide Western Railway.—The good news has reached Reno,

Nevada, that all arrangements have been completed with a New York syndicate that will insure the very early finishing of the Rawhide Western Railway from Schurz over into the great mining camp of Rawhide. The total length of the projected line will be about 28 miles. Work on the line was commenced recently. For some time negotiations have been pending between the Rawhide Western Railway Company and eastern capitalists for ample funds with which to finance the project. Now that the deal has been consummated, and ample capital assured to complete the grade and equip the line, work will be crowded forward with all possible haste to an early completion.

Repairing Two Tunnels.—The work of repairing the two long tunnels of the Southern Pacific in the Santa Cruz Mountains, at Wright and Laurel, is still in active progress. Both of these bores were very badly damaged at the time of the great earthquake of April, 1906, and the company has not been able to use either of the tunnels since the disaster, so great was the damage wrought. The tunnels have very recently been carefully inspected by Southern Pacific engineers, who state that the work will not be fully completed before May 1, 1909. Considerable other work is being done on this same line in the way of elimination of curves and improving gradients.

Relaid With Heavier Rails.—The Santa Rosa branch of the Southern Pacific from Pajaro down to Santa Cruz, on Monterey Bay, is now being relaid with 76-pound steel rails. On account of light rails and heavy trains, considerable time has been lost each trip. The work of relaying is rapidly nearing completion.

Coal For Motive Power.—President Harriman is credited with the recent purchase of 5,000 acres of oil land in Mexico, located below Tampico, and adjoining Tuxpan. He is said to have paid \$50 gold per acre. There has been considerable activity lately in the Mexican oil fields, and it is asserted that Mr. Harriman's purchases are for the purpose of providing oil for his motive power in that republic.



South Manchuria Railway.

Consul Roger S. Greene, of Dalny, in Daily Consular and Trade Reports, gives the following information concerning the