

work on the Ashokan Dam at Brown Station, near Kingston, N. Y. The figures for the monthly estimate of their contractors, show that 35,259 cu. yds. of masonry were placed, adding to the dam a mass of masonry about 800 ft. long, 120 ft. wide, and 10 ft. high. The nearest approach to these figures in any similar case is said to be the record made a year ago at the Croton Falls Dam, when about 26,000 cu. yds. of masonry were put in place in one month. In the irrigation work of the Reclamation Service in the West, the highest monthly progress was 18,000 cu. yds. on the Roosevelt Dam. This latter figure was approximately equaled by MacArthur Brothers Co. in the course of building the Wachusett Dam for the Metropolitan Water Works in Massachusetts, and at the Boonton Dam for the Jersey City water supply. The enormous amount of work done at the Ashokan Dam in so short a time is considered by those in charge of the work as indicative of the adequacy of the contractors' plant and equipment to build the reservoir in even less than the contract time allowance. The masonry in the dam was begun the last of September, 1908, and up to the present time about 150,000 cu. yds. have been laid. The completed structure will contain about 500,000 cu. yds.

### Ohio Notes.

FROM CORRESPONDENTS AND OTHER SOURCES.

Surveys are now under way for a proposed railroad to connect the Hocking Valley R. R. F. B. Sheldon, chief engineer, Columbus, O., and the Marietta, Columbus & Cleveland R. R., at Amesville. The proposed road will follow a branch of Federal creek out from Amesville, striking the watershed about six miles from the town. On the other side, the Hocking Valley has built a spur from Athens for a distance of six miles. A tunnel or very deep cut through the watershed will be necessary, then the roads can be joined together, and there will be a through line from Marietta to Athens.

The Western Ohio Ry. is to have a survey made southward from Minster, the present terminal, for a distance of three miles to Lamarie. F. B. Mason, St. Marys, O., is Chief Engineer.

The stockholders of the Cleveland, Chicago, Cincinnati & St. Louis Ry. at a meeting at Cincinnati on Nov. 17 authorized an issue of not to exceed \$20,000,000 bonds to be used in funding the company floating indebtedness to cover the cost of certain of its construction and improvements and to provide further capital with which to develop, extend and enlarge the railroad and its facilities. Geo. P. Smith, Cincinnati, O., is Chief Engineer.

The Cincinnati, Harrison & Indianapolis Traction Co. has been incorporated with a nominal capitalization of \$10,000 and proposes to construct a traction road over the present tracks of the old Westwood steam railway, through Westwood and Cheviot, and on to Harrison, and eventually through to Indianapolis. A survey had been made as far as Harrison, and preliminary steps have been found favorable to the completion of the project. Arrangements have been entered into for the taking over of the old steam road, which practically has been inoperative for some years. The road has six miles of track from Brighton to Cheviot, and the extension of a traction system to Harrison would mean the laying of 14 miles of additional track. The proposed line will run through Dent, Bridgetown, Miamitown and Mount Hope also. A. K. Nippert, Chas. E. Roth and Will L. Finch are interested in the proposed road.

The Ohio Electric Co. is considering building a loop taking in St. Clair and Kenton Sts. at Dayton.

### Oklahoma Notes.

FROM CORRESPONDENTS AND OTHER SOURCES.

D. A. Powers, Harrison, Ark., recently made final inspection of the proposed route of the Timber Belt Line from Durant, Okla., southeast through the timber region to a point

on the Red River, 14 miles southwest of Hugo and ultimately to Paris, Tex. It is said that construction work will be started some time in January.

An organization has been effected by the Commercial Club of Dewey for the purpose of straightening the Caney River.

Nicholas D'Onfro and Calo Pelligio have formed the Southwestern Construction Co., of Sapulpa. The company has a capital stock of \$10,000.

Contracts have been let for building the Enid, Ochiltree & Western R. R., from Enid, and construction work is to be started at once. A. D. West is the promoter of the line.

The Denver, Kingfisher & Gulf Ry. Co., originally chartered to build from some point in Blaine county to Denver, has filed a resolution with the secretary of state changing the location of its line so as to make its destination Raton, N. Mex. Under the new location the line is to start from Oklahoma City and thence northwest through Oklahoma, Kingfisher, Canadian, Blaine, Dewey and Ellis counties, Oklahoma; through Lipscomb county, Texas, and through Beaver, Tex., and Cimarron county in Oklahoma to the New Mexico line and on to Raton.

### Oregon Notes.

FROM CORRESPONDENTS AND OTHER SOURCES.

The following list of railroads in course of construction in Oregon has been compiled by the State Railroad Commissioners: Oregon Trunk Line, 160 miles, south from mouth of Deschutes river; Oregon Eastern Co., 152 miles, Natron to Klamath marshes; Deschutes R. R. Co., 133 miles, Deschutes to Redmond; Northwestern Co., 150 miles, point on O. R. & N. near Huntington to Lewiston (about 110 miles in Oregon); Pacific Railway & Navigation Co., 91 miles, Hillsboro to Tillamook; Beaverton & Willburg Co., 10.55 miles, Beaverton to Willburg; Pacific & Eastern, 20 miles, Eagle Point to Butte Falls; Sumpster Valley Co., 22 miles, Austin to Prairie City (extension); The O. R. & N. Co., 7 miles, St. Johns to Woodlawn; Valley Railway Co., 2.70 miles, West Woodburn to Woodburn. The following is a list of new railroads and extensions completed in Oregon since June 30, 1908: Corvallis & Alsea River Co., 21 miles, Corvallis to Glenwood; Salem, Falls City & Western Co., 14 miles, Dallas to West Salem (extension); California Northeastern, 18.65 miles (in Oregon) Wodo, Cal., to Klamath Falls; Kenton Traction Co., 5 miles, Swift packing plant to Columbia slough road; Oregon Electric Co., 19.10 miles, Garden Home to Forest Grove; The O. R. & N. Co., 62.69 miles, Elgin to Joseph (extension Elgin branch); Umatilla Central Co., 14.50, Pendleton to Pilot Rock; Portland Railway, Light & Power Co., 12.22 miles, extensions.

The Chicago, Milwaukee & Puget Sound Ry. has secured options on 14 blocks in North Portland for terminal grounds. This is but a beginning and the area will be greatly enlarged before spring. An agreement has been reached by which the Milwaukee will jointly use Northern Pacific tracks between Tacoma and Portland. The trackage existing between this city and Tacoma is to be greatly improved and be made a three-track railroad.

Engineers for the North Coast Ry. have gone from Milton for the purpose of locating a feasible tunnel route through the Blue mountains into the Grand Ronde country. The preliminary surveys have been with a view to securing a 1 per cent grade, but this has been found impossible without tunneling. The present survey is to secure a good tunnel route whereby a 1 per cent grade can be established. There are three possible routes to reach the summit from Milton—one by way of Couse creek, one by the North Fork and one by the South Fork of the Walla Walla river. It is generally supposed that the latter route will be taken.

Construction work is well under way and announcement has been made by the officials of the Pacific Railway & Navigation Co. that the road to Tillamook may be completed by

May, but will not be ready for operation until July. Orders have been placed for nearly \$400,000 of equipment.

John D. Porter of Porter Bros., Spokane, Wash., who have the contract for constructing the Oregon Trunk Line down the Deschutes Canyon, was recently in Portland, and while there gave the following information on the Deschutes work: "Work in the Deschutes is progressing rapidly and as yet we have not struck obstacles usually encountered in railroad building. About 2,500 men are being kept at work. Climate conditions have been favorable, though considerable rain has fallen. Reports that scarcity of labor is delaying the work are absolutely untrue."

Preliminary surveys have been completed between Myrtle Point and Olalla for the Coos Bay, Boise & Idaho R. R. Of the total distance of 42 miles between the two places 27 miles of permanent location work has been done. This section covers the worst part of the proposed road, including the ascent and descent of the summit and that it shows the maximum grade to be eight-tenths of one per cent. Francis H. Clarke, Marshfield, Ore., is President.

George Arthur Brown, of Pendleton, is promoting a project for the construction of an electric line from Dale to Pendleton and to the Columbia.

### Pennsylvania Notes.

FROM CORRESPONDENTS AND OTHER SOURCES.

The City Council of New Castle has granted the New Castle & Beaver Falls Electric Ry. the right to construct tracks on both South and North Jefferson St. in that place. The corporation agrees to erect an overhead bridge at the South Jefferson St. tracks to cost \$200,000. The council has also granted the Mahoning & Shenango Valley Ry. & Light Co. permission to construct a loop around the Public square which will be a terminal for the inter-urban cars entering the city.

The Pennsylvania R. R. is said to be planning extensive improvements for the next few months on the Erie & Ashtabula Division. These improvements will involve the expenditure of about \$2,500,000 and will include laying third and fourth tracks between Lawrence Junction and Edenburg and double tracks between Ashtabula and Austinburg and East Orwell and Gridley.

The Greene County R. R. Co., chartered in Pennsylvania, has been granted a permit to enter West Virginia. The company proposes to build a railroad from Waynesburg along Ten-Mile Creek to the Monongahela River, thence to the mouth of Dunkard Creek, and along that stream to Blacksville, W. Va. The chief stockholders in the company are A. M. Nepper, Pittsburg; James T. Blair, Greenville, Pa., and E. D. Fulton, Uniontown, Pa.

The Philadelphia & Reading Ry. is to construct an additional running track on the Lebanon Valley branch from Myerstown to a point east of Prescott. The work will cost \$47,482 and will include solid rock excavation of 12,600 cu. yds., 5,200 cu. yds. of earth excavation, 5,800 cu. yds. of borrowed embankment and 750 cu. yds. of concrete masonry. It has been decided to use the 90-lb. steel rail, of which 230 tons will be required. William Hunter, Chief Engineer, Philadelphia, will prepare the specifications and ask for proposals for the excavations, embankment, masonry and the steel beams for an undergrade bridge. The other work will be done by the local forces.

### Tennessee Notes.

FROM CORRESPONDENTS AND OTHER SOURCES.

Board of Trade of Nashville, Tenn., has appointed a committee to take steps toward securing the construction of an electric railway line in the southeast section of the city in the vicinity of Boscebel College.

Surveys for the South Atlantic Trans-Continental Ry. have been completed to Big Creek and Waterville, N. C. This road proposes the construction of a line from Knoxville, Tenn., where it connects with three great western systems, on a bee-line to Southport,