

Western depot means the Rock Island will use the Great Western to Manley.

A considerable amount of improvement work at Cedar Rapids is under construction by several of the railroads entering that city. The Rock Island is considering the erection of a central power plant to cost possibly \$150,000, and the Chicago & Northwestern Ry. contemplates a number of track changes. These may include a double track line from Otis to Cedar Rapids and then on to Beverly.

Kansas.

The State Public Utilities Commission has granted permission to the Wichita, Kinsley, Scott City & Denver Air Line to issue bonds for its proposed railroad from Wichita to Denver, 500 miles in length. This project has been under way for two years. W. H. Brown, of Pratt, and H. P. Ketelson, of Kinsley, are the promoters.

Surveys for the line of the Salina, Winnipeg & Gulf R. R. have been completed to a point near Turin. From Turin the surveys will be continued to Kiowa, after which right of way will be secured for the line from Salina to that place. This will be the first section of the line to be built and it is planned to begin construction work on this in March. H. Leone Miller, Saline, Kan., is the President. The Brindley Co., 17 Battery Pl., New York City, is understood to have the contract.

Kentucky.

Practically all stock for the Evansville-Henderson traction line has been subscribed and it is expected that the line will be completed. Construction work will probably be started this month on the small portion of work on the Indiana side. In the spring work will be started on the Kentucky side. W. A. Carson, Evansville, Ind., is General Manager.

Maryland.

The Baltimore & Ohio R. R. is understood to be planning to construct a branch line, primarily for the purpose of transporting material and machinery for the hydro-electric development on the Cheat River. It is said that the road will be constructed at first as far as Beaver Hole, where one of the dams is to be located, and then will be extended through Preston County, West Virginia.

The Western Maryland Ry. Co., H. R. Pratt, Chief Engineer, Baltimore, Md., has arranged for a loan of \$10,000,000, and is understood to have already made plans for the expenditure of a considerable part of this sum. It is said that new equipment will absorb \$3,000,000; improvements in Hagerstown, Cumberland, Rockwood and points along the line of the Connellsville extension will take perhaps \$1,000,000 or \$1,500,000 more for terminal facilities. Additional improvements in Baltimore may also require a substantial slice.

Massachusetts.

The Massachusetts State Railroad Commission has approved the purchase of the Plymouth & Middleborough Railroad, a short line running between the two towns by the Old Colony R. R. to which it was leased for 99 years from Dec. 1, 1892.

A hearing on the elimination of the Boston & Maine R. R. grade crossings in Lawrence was held on Dec. 28, and a plan broader in scope than any previously proposed was presented. This plan involved the construction of a bridge over the Merrimack River about 4,000 ft. from the present station in North Andover and the extension of railroad tracks through the Clover Hill Section of Lawrence to a point near the junction of Broadway and Brown sts. in Methuen, where it would join with the present tracks and continue to the Methuen Station and thence north. The bridge across the river would also provide for freight facilities to corporations on the north side of the river and thereby would do away with one of the objections raised to the conversion of the Boston & Lowell bridge into a central bridge for public use. The present tracks over Broadway and Essex st. would be used for industrial business only. Hugo

Bell, Lawrence, is chairman of the Grade Crossing Commission.

Mayor Althrop of Springfield, Mass., has appointed Everett E. Stone, of Springfield, to conduct special investigations in relation to the riverfront problem at that city. He will study that phase of the riverfront and railroad problem having especially to do with a depressed way for the New Haven tracks on the east bank of the river. Mr. Stone in co-operation with the city engineering department has begun work to determine how feasible a depressed way would be and how great an expense it would involve. There has been some doubt as to whether a depressed way or a viaduct to retain the New Haven tracks on Springfield side of the river would be a practical solution of the principal phase of the riverfront problem, and it is expected that when Mr. Stone has made his report the city will at least know whether there need be any further consideration of any riverfront plan which provides for retention of the tracks along the river bank.

At the annual meeting of the stockholders of the Boston & Lowell R. R. Corporation the directors were authorized to issue 2,800 shares of additional capital stock, thereby increasing the capital from 73,994 to 76,794 shares. The proceeds of the new stock will be applied in payment for permanent additions and improvements to the property by the Boston & Maine R. R.

Minnesota.

According to information received from Two Harbors, Minn., citizens of Grand Marais and other north shore points are endeavoring to secure the construction of an extension of the Duluth & Northern Minnesota Ry. Co. to that section. Some time ago the officials of the railroad were quoted as stating that it was their intention to push through to the Canadian border, and in this event they would pass within a few miles of Grand Marais. John Millen, Duluth, Minn., is President and General Manager of the company.

Information has been received from Brainerd, Minn., that all work has been completed on the line of the Cuyuna Northern R. R. connecting Brainerd with the Cuyuna Iron Range, and it is expected that the operation of the new road will commence shortly.

The citizens of Grand Rapids, Minn., are strongly in favor of the construction of an extension of the Duluth, Missabe & Northern R. R. to that place. The Missabe has a grade and track built a mile or two this side of Coleraine, leaving only a few miles more to build. Aside from this, the Steel trust, whose road the Missabe is, has vast holdings of ore at Prairie river and on Pokegama lake, which will probably be opened up before long, and it will be only a short time until they have to build the road anyway. W. H. Hoyt, Duluth, Minn., is Chief Engineer.

Advices from Cayuna state that the Minneapolis, St. Paul & Sault Ste. Marie Ry. has completed surveys for an extension from the Kenedy mine across Rabbit Lake Narrows to the Blackwood property and thence to the Mississippi River. It is said that grading work on this extension will be started as early as possible in the spring.

Surveys have been made for a railroad from Nakota on the M. & I. R. R. to Bigfort, and it is said that the line will be built this spring so that the Backus-Brooks interests can log in that county next fall. E. W. Backus, Andrus Bldg., Minneapolis, Minn., is interested.

Mississippi.

The Mobile & Ohio R. R. has secured property south of the city of Meridian, Miss., in which to lay switch tracks.

The Gulfport & Western R. R. Co. is understood to have secured the necessary capital for the construction of its 60-mile line, surveys for which are now under way. This line will extend from Gulfport to Covington. It will cross Wolf River at the head of tide water, and East and West Pearl River near the northern end of Honey Island. The line will pass, as now proposed, north of Picayune

and will cross the New Orleans and North-eastern, Great Northern, Illinois Central and connect with the Yazoo and Mississippi Valley at Baton Rouge, and the Texas and Pacific. Judge W. H. Hardy, Pass Christian, Miss., is the promoter.

Montana.

It is rumored in Lewistown, Mont., that the Chicago, Milwaukee, & St. Paul Ry. and the Great Northern Ry. Co. have reached an agreement with regard to the construction of the cutoffs from Great Falls through Lewistown from the connections with their main lines, the Great Northern at Rockford, N. D., and the Milwaukee at some point near Melstone in Musselshell county. Going west from Lewistown the Milwaukee will use the Great Northern's road to the Judith river, some 17 miles, and then branch off following its own survey toward Denton and on to Great Falls. From Lewistown eastward the Milwaukee will start building in the early spring to Grass Range and at the same time the Great Northern will build the line on from Grass Range to Weede on the Musselshell. From that point the Milwaukee will run southward to connect with the main line, and the Great Northern will build on to meet the road coming in from New Rockford. Thus one road will be made to serve both lines from the Judith river to Weede, a distance of about 90 miles. The arrangement would enable the companies to complete cutoffs next year, and while ultimately it is expected there will be two lines, for a good while to come one will answer all needs. This plan, it is stated, will take precedence over everything else and the proposed extension of the Hilger branch on from that place to Roy will be for the present abandoned.

Nebraska.

Press dispatches quote W. L. Park, Vice-President of the Illinois Central R. R., as stating that the road is to double track its Omaha-Chicago line and construct new and enlarged freight terminals in Omaha. "While the Illinois Central has no great amount of work laid out for next year," said Mr. Park, "we find it imperative to build new terminals on the Missouri River to take care of our increasing Pacific Coast and Western business. The work of double tracking the Western line will go steadily onward for the next two years anyway, and will probably be completed in time for the San Francisco Exposition."

New York.

The New York, New Haven & Hartford R. R. Co. has filed an application with the Public Service Commission, Albany, N. Y., for authority to purchase the shares of the capital stock of the Rutland R. R. Co., now controlled by the New York Central & Hudson River. The New Haven desires to purchase the stock as the lines of Rutland Ry. connect with other lines owned or controlled by the New Haven in such a way that by controlling all of them the New Haven will be able to establish through routes between New York, Boston, Portland, Me., and Montreal, and between Boston, Portland, Me., and the West by way of Ogdensburg, N. Y., and the Great Lakes.

The Delaware, Lackawanna & Western R. R. Co. has practically completed plans for a new passenger station on the site of the present building in Syracuse and intends to start construction as soon as weather in the spring will permit.

North Carolina.

It is reported that the Southern Ry. Co. will ask for bids shortly for the construction of a belt line at High Point, N. C., connecting the main line with the Asheboro branch. This project, it is said, has been under consideration for some time and right of way has just been obtained. The route will be two miles in length leaving the main line opposite the Pickett Cotton mills and running easterly to the Asheboro branch. J. S. Lemond, Charlotte, N. C., is Engineer, Maintenance of Way.