

News Of The Northwest

EVERETT, Wash., May 15.—An important visit to Everett last week brought A. J. Earling, president of the Chicago, Milwaukee & St. Paul, accompanied by P. A. Rockefeller, C. A. Goodnow, H. R. Williams, A. M. Ingersoll, R. M. Calkins and Joshua Green. The official party came from Bellingham on President Earling's private train from an inspection of the Bellingham Bay & British Columbia Railroad, which the Milwaukee people not long ago acquired. After touring Everett in automobile, under the guidance of Mr. A. S. Taylor, and expressing surprise and pleasure concerning the manufacturing activity and general business enterprise of the city, Mr. Earling and party left to make the first official inspection of the Everett-Cedar Falls branch of the Chicago, Milwaukee & Puget Sound Railroad. President Earling's visit in the Northwest was somewhat curtailed by the receipt of telegrams calling him East. The only stop made by Mr. Earling between Everett and Milwaukee was made in Spokane.

Considerable activity and a general revival of business is reported by the Great Northern Railway Company on this division. For a year a ten per cent reduction in working hours has been in force; but with the first of the month the terminal yards here ordered full speed ahead, a program affecting 250 men and resulting in a considerable addition to pay checks. The Great Northern is extremely busy rebalasting its main line from Skykomish to Tye—formerly known as Wellington, the scene of the great disaster a few seasons ago—and ninety-pound steel is to be laid through the mountain division to replace the eighty-five pound rails now in use. The program heralded some time ago to change the base of the Cascade mountains division from Skykomish to Gold Bar is under way, and eventually all mammoth engines used in the mountain haul will come no farther westward than Gold Bar, whereas now the big locomotives come to Everett. The electric motors used in hauling through Cascade tunnel will also be stationed at Gold Bar, for the current from the Leavenworth power station will be extended to the proposed new divisional point. Other new ballasting under way by the Great Northern will make a perfect roadbed, with its new ties, between Snohomish and Everett.

E. C. Blanchard, the new general manager and fourth vice-president of the Northern Pacific, who succeeded H. C. Nutt, now with the Salt Lake road, paid a visit to Everett a short time ago, accompanied by I. B. Richards, general superintendent, of Tacoma; J. E. Craven, superintendent of the Seattle division; L. M. Perkins, of Tacoma, engineer of maintenance; A. Herrider, superintendent of bridges, and F. M. Smith, roadmaster. Mr. Blanchard, who, before his promotion, was superintendent on the eastern end of the Northern Pacific, inspected the Sumas line, the Darrington branch and the Monte Cristo road while in this section.

W. A. Koss, assistant passenger agent of the Great Northern, delighted a large audience in this city a few nights ago with a remarkably beautiful series of colored views showing Glacier Park, Montana, and numerous other beauty spots. The views were presented under the auspices of the Mountaineer Club, an association of climbers who will ascend the Glacier Mountains in July.

The Milwaukee road is resuming work on its proposed 11,000-foot tunnel through the Cascade Mountains, near Snoqualmie Pass. The estimated

cost of this labor is placed at \$2,000,000. The tunnel is planned to carry two tracks, for passenger and freight traffic. The Milwaukee's branch road from Everett to the main line at Cedar Falls is becoming recognized because of its scenic value, extending along the edge of the mountains as it does and passing Snoqualmie Falls. The road promises to become popular among excursionists.

The Cascade division men of the Great Northern recently held a meeting here and elected officers of their association, which is planned to discuss knotty problems confronting passenger and freight agents. The officers chosen were: F. C. Griffin, of Blaine, president; F. C. Myers, of Skykomish, vice-president; George Adams, of Seattle, secretary and treasurer; H. E. Stephens, of Everett; A. D. McArthur, of Interbay, and George W. Krebs, of Anacortes, were named as the executive committee. Other officers of the organization are: H. A. Kimball, A. G. F. A.; A. M. Thomas, auditor; W. H. Fortier, assistant auditor; F. W. Graham, I. & I. agent; F. B. Degnan, superintendent of trains; J. H. O'Neill, superintendent.

GREENE.



Milwaukee "Olympian" Crossing the Cascades