

Construction.

ALABAMA MISSISSIPPI VALLEY & GULF.—Chief Engineer Farrar has completed final surveys and estimates for this road from Water Valley to Friars Point, Miss., 73¼ miles, and it is proposed to begin the work of construction as soon as arrangements can be made. The charter of the company is being prepared and will be filed soon with the secretary of state.

ALASKA.—M. J. Haney, the railroad contractor, has completed a preliminary survey for the railway between Valdez and Eagle. He found a pass through the Copper River Mountains, the highest altitude of which is 2,400 feet less than that of White Pass. The road will be between 450 and 500 miles long. Mr. Haney figures that he can build it in two years, working from both ends.

BERKELEY.—This road is being extended from Chicora to Sinkler, S. C., 10 miles.

BIRMINGHAM & VICKSBURG.—This line has been surveyed from Vicksburg, Miss., to the Alabama State line, 163 miles, and the citizens of Birmingham, Ala., are asked to raise \$5,000 to complete the survey to that city. S. R. Ballard, C. E.

BLACKWELL ENID & TEXAS.—Four miles of track have been laid from Vernon, Texas, north on this road, which is the Texas portion of the Blackwell Enid & Southwestern, under construction from Blackwell, Okla., to Vernon. About 15 miles of the line will be in Texas.

BURLINGTON & MISSOURI RIVER.—It is expected to complete tracklaying on the branch from Toluca, Mont., to Cody, Wyo., about September 15. Surveys are said to have been completed for an extension from Cody to the Yellowstone Park, and the work of construction is to begin next spring.

CHICAGO & NORTHWESTERN.—The proposed extension from Sioux City, Ia., to Centerville, S. D., which has been projected for a number of years, is said to be taking definite shape. The line will pass through Plymouth County, Iowa, and Union and Clay counties, South Dakota.

CHICAGO ROCK ISLAND & PACIFIC.—The following is the latest statement in regard to the progress of construction work on the various lines being built by this company: On the line from Liberal, Kan., to Santa Rosa, N. M., track has been laid to a point 35 miles southwest of Dalhart, Tex., which is 7 miles beyond the previously reported terminus. Tracklaying on this line has been delayed by the graders, but it is now expected to proceed toward Santa Rosa without interruption. On the line from Anadarko, to Fort Sill, Okla., 33 miles, track has been laid to Richards, 22 miles south of Anadarko, and train service was inaugurated to the latter point on August 6. Grading is practically completed on an extension of this line to Lawton south on the Fort Sill reservation, 5 miles, and track will soon be laid up to that point. On the line from Enid to Watonga, Okla., track has been laid from Enid to Okeene, 40 miles, and trains began running to the latter point on August 6. W. E. Dauchy, C. E., Chicago.

CHICAGO TERMINAL TRANSFER.—This company is building a subway under the Elgin Joliet & Eastern tracks at Chicago Heights, Ill., for the purpose of extending its line south about 1 mile to reach the manufacturing property of Chicago Heights, lying south of the Elgin Joliet & Eastern. The extension will be completed in about two months.

COLORADO & GULF.—The following press dispatch evidently refers to the Colorado & Gulf, recently incorporated: "The preliminary survey of the Durango Gallup & Clifton Railroad is to be made at once. All arrangements have been completed for the construction of the road. It is to run from Durango, Colo., through Gallup, N. M., to Clifton and Morenci, Ariz., and will be about 326 miles long, and will pass through some of the best mining country in the West. The coal mines at Durango and Gallup will be great feeders, while the products from the gold, silver and copper mines will also add to the revenues of the new line. It also taps timber lands. The company is being financed by Denver, Durango and Clifton capitalists."

DANVILLE FOURCHE VALLEY & SOUTHERN.—Final surveys have been made for this proposed road from Danville to Rover, Ark., 15 miles, the right of way has been secured, and contracts are reported to have been let. J. E. Wooten, president, Danville, Ark.; John McCarthy, C. E.

DES MOINES & NORTHERN IOWA.—Surveys have been made for this road, which is projected from Des Moines, Ia., via Webster City to Minneapolis, Minn., 255 miles. Arthur Reynolds, president; T. K. Wilson, secretary, and T. L. Blank, C. E., all of Des Moines, Ia.

DES MOINES IOWA FALLS & NORTHERN.—Several miles of track have been laid on this road from Des Moines to Iowa Falls, Iowa, 71 miles, and work is being pushed from Iowa Falls south. B. Schreiner, C. E., Des Moines, Iowa.

EASTERN TEXAS.—Track is being laid on this road from Lufkin toward Crockett, Tex., 50 miles, and the rails will be

down to the Neches River in a short time. F. W. Valliant, C. E., Lufkin, Tex.

GULF BEAUMONT & KANSAS CITY.—The first passenger train was run over the extension from Rogan to Jasper, Tex., on August 1. Grading is completed to Brookland, 20 miles from Jasper, and 4 miles of track have been laid north of Jasper.

GULF COLORADO & SANTA FE.—Tracklaying has been completed on the extension from Rayburn, Tex., east to Silsbee Junction, about 50 miles, and the large drawbridge over the Trinity River is nearing completion.

INDIANA ILLINOIS & IOWA.—It is reported that this company will build a tunnel from Lake Harbor under the city of Benton Harbor and the Saint Joseph River for the purpose of building an extension of its line to Detroit from Saint Joseph, Mich. It is stated that the proposed tunnel will cost in the neighborhood of \$80,000.

INTERNATIONAL & GREAT NORTHERN.—On the extension from Marlin, Tex., north, grading has been completed to Waco, and track is laid to within 10 miles of that city.

MANCHESTER & ONEIDA.—This road has been completed from Manchester to Oneida, Ia., 7 miles, and the first train was run over the line on August 2. John L. Sullivan has accepted the position of general manager of the road, with headquarters at Manchester, Ia.

MARQUETTE & SOUTHEASTERN.—Maps have been approved showing the complete line of the Marquette & Southeastern Railroad in Marquette County, Michigan. Arrangements have been made with the Duluth South Shore & Atlantic for the joint use of the spur tracks leading to the Carp Iron Works and to the Upper Peninsula Prison, obviating the necessity for the construction of diamond crossings at these points.

MOBILE & OHIO.—W. B. Crenshaw has begun surveys for an extension of the Searcy branch from Searcy to Brookwood and Searles, Ala., about 18 miles.

NORTHERN PACIFIC.—Surveys are being made for a line from Mabton, Wash., southeast 15 miles into a wheat growing district.

OCILLA & IRWINVILLE.—This road has been extended from Mystic to Irwinville, Ga., 5 miles, and a further extension is being built from Irwinville to the Alapaha River, 6 miles. J. L. Ensign, general manager, Ocilla, Ga.

ORANGE & NORTHWESTERN.—Grading is completed on this road from Orange to Buena, Tex., 30 miles, and it is expected to have track laid to a connection with the Kansas City Southern by the middle of September and to Buena before January 1.

OREGON SHORT LINE.—Tracklaying on the Utah Nevada & California has been completed from Uvada to Calientes, Nevada (formerly Clover Valley), 41 miles, and grading is being pushed beyond Calientes. The Salmon River Railroad (Oregon Short Line, Idaho) has completed 10 miles of track, the steel bridge over Snake River and nearly all the grading for 86½ miles from Blackport to Houston, Idaho. William Ashton, resident engineer, Salt Lake, Utah.

PERE MARQUETTE.—Maps have been filed showing the location of a proposed change in line between Newaygo and Fremont in Newaygo County, Michigan. This change will make a material reduction in the length of the road between Saginaw and Muskegon, and other points on Lake Michigan. Maps have been approved showing an extension of a spur track of the Pere Marquette in the city of Saginaw to reach the property of a coal mining company. A crossing is shown with the tracks of the Michigan Central, which is ordered protected by gates.

PITTSBURG & LAKE ERIE.—Work has been commenced on the extension from Fayette City to Brownsville, Pa., 8½ miles, and as a further extension to the West Virginia state line and thence to Morgantown, W. Va.

POTOMAC & POCAHONTAS.—This company, which proposes to build a railroad from Keyser, W. Va., up the New Creek Valley to Petersburg, 40 miles, elected the following officers on August 1 at a meeting in Keyser: President, Eugene Horton, New York; vice-president, F. M. Reynolds, Keyser; secretary, E. Bunker Reynolds, Keyser; treasurer, Thos. G. Pownall, Cumberland. Directors, Eugene Horton, F. M. Reynolds, T. G. Pownall, E. B. Reynolds and F. C. Reynolds.

SHREVEPORT & RED RIVER VALLEY.—This road began operating passenger trains into Colfax, La., on August 4, and expects to run trains into Alexandria before the end of the year. The track is now laid to within 5 miles of Pineville, opposite Alexandria.

ST. LOUIS KANSAS CITY & COLORADO.—Work on the extension from Bland, Mo., to the Osage River is progressing favorably and track has been laid to Belle. Between Belle and the Osage River there are many heavy cuts and fills, and the grading will not be completed before January 1. The right of way has been secured from the Osage River to Versailles, and contracts for grading are to be let at once.

ST. LOUIS SOUTHWESTERN.—This company has filed an amendment to its charter in Texas providing for the follow-