

## THE NORTHWESTERN'S DES MOINES RIVER BRIDGE.

The accompanying illustration from a photograph suggests the magnitude of the work in which the Chicago & Northwestern Railway has been engaged in connection with its Boone-Ogden cut-off in Iowa. The principal feature of the work is the construction of the bridge shown in the engraving, and the immense saving in grade accomplished by the new line and the bridge is at once apparent when it is known that the old line dips to near the level of the river and trains are forced to climb the bank on either side, making a difficult grade in each direction. The new structure is 185 feet in height above the river and the greater part of this elevation is saved on each side, within a comparatively short distance. The total length is 2,685 feet and length of the span crossing the river is 300 feet. The bridge is 19½ feet in width with a deck about 30 feet in width for double track. The spread of the masonry piers upon which the structure is supported is 70 feet and the piers are from



BRIDGE OVER DES MOINES RIVER—CHICAGO &amp; NORTHWESTERN RAILWAY.

5 to 25 feet above water level. In addition to the 300-foot river span the balance of the structure is made up of alternate spans of 45 and 75 feet in length, the 45-foot spans being the top of a steel tower of that length and the 75-foot spans between the towers. This feature of the structure is clearly shown in the engraving.

The location of the bridge is about 14 miles west of Ames, Ia. The cost of the steelwork was in the vicinity of \$450,000, and the substructure about \$150,000, or a total of about \$600,000. The construction not only saves the grades referred to, but also shortens the distance between Boone and Ogden and eliminates considerable curvature.

The South Platte River, in Colorado, is to be stocked with mountain trout through the efforts of the general passenger agent of the Colorado & Southern Railway, who is now seen to be appropriately named Fisher. Whoever makes one trout grow where none grew before is a benefactor, and Mr. Fisher starts with growing 250,000 at once.

The Supreme Court of Michigan has decided that shares of New York Central Railroad stock, held by a resident of Michigan, are subject to taxation in that State. The attorneys for the plaintiff, Mr. Bacon, contended that inasmuch as the property and franchises of the railroad company were assessed in New York, the taxing of Mr. Bacon's holdings would be double taxation. The court ruled that shares of stock in foreign corporations owned by residents of this State may be taxed to the owners even though the owners are taxed in jurisdictions where their operations are carried on.

## Notes and News.

Union Station, Boston, is a scene of wonderful activity. During the summer the four divisions of the Boston & Maine, with a total of 3,259 miles of lines, send into and out of it daily 606 trains. Of these the Fitchburg division has 122, the Southern 180, the Eastern 129 and the Western 149.

A Boston daily has made the erroneous statement that the tickets of the Fitchburg Railroad, recently consolidated with the Boston & Maine, would not be honored after a certain date. The Boston & Maine Messenger announces that all Fitchburg tickets will be honored until the date of expiration.

Canada had 17,824 miles of railway on June 30, 1900, an increase of 466 miles in the year. The capitalization was \$908,268,000, which indicates the high average of \$56,000 per mile. Gross earnings for the year were \$70,740,270, an increase of \$8,496,486. Working expenses were \$47,699,798, an increase of \$6,993,587; net earnings were \$23,040,472, an increase of \$1,502,805.

The steamships John S. Kimball and Charles Nelson, which two months ago began the operation of a line between Seattle and Honolulu, it is said, after one trip, have abandoned the project, there not being enough business in passenger and freight combined to warrant its continuance.

In the construction of about 41 miles of branch line between Montalvo and Chatsworth Park, Cal., which will shorten the distance by the Coast division from San Francisco to Los Angeles about 7 miles, the Southern Pacific is boring the longest tunnel in California. Its length will be 7,400 feet, or 610 feet longer than the San Fernando tunnel, which the cut-off will avoid, and its cost is estimated at over \$250,000. The tunnel will be 17 feet wide and 21 feet 4 inches high above the rails, and it will afford a much easier grade than those via San Fernando. Work is being pushed day and night with a double force, under electric lights, and it is expected to complete it this year. The construction of this costly branch is an example of expenditures which the great railways are constantly making in order to improve their grades and alignment, even when little or no saving in mileage is effected.

Traveling men are pleased at the reduction in the price of Seaboard Air Line 1,000-mile tickets in Florida to \$25, whereby a mileage book is now good from Tampa to Washington. The rate in Florida was previously \$30.

An accounting officer of the New Orleans & Northwestern Railway bears the striking name of N. V. Truly. Now Envy Truly is not quite an appropriate ending to a friendly letter; whereas good feeling and economy of words would both be promoted if Mr. Truly simply changed his initials so as to end his correspondence with U. R. S. Truly.

The Western Passenger Association was perfected on March 1, when the Minneapolis & St. Louis, Wisconsin Central, Chicago Great Western and Iowa Central lines joined the organization.

Secretary A. J. Smith, of the American Association of General Passenger and Ticket Agents, recently sent out a circular asking for information as to the extent to which the perfect safety ticket paper had been introduced. Replies from rail lines controlling 154,096 miles and steamer lines operating over 14,138 miles show that of the former, lines representing 150,119 miles, a proportion of about 97½ per cent, are using the perfect safety paper, or will use it before January 1, next. Of all the lines represented about one-half of 1 per cent, or 641 miles, will use the paper when its use becomes unanimous, and 2 per cent, or 3,261 miles, are using other safety papers. Water lines representing 13,618 miles are using the perfect safety paper, and 520 miles do not expect to use it.

Northern Pacific and Great Northern have agreed to withdraw prepaid ticket orders from eastern trunk line territory and peace has been restored.

The refusal of the Indiana Legislature to pass the Calumet River canal bill, which proposed to authorize a private corporation to assess the surrounding property for the construction of a short canal in the Calumet region adjoining the city of Chicago, has been made an occasion for some abuse of the railways by disappointed friends of the measure. The various roads whose tracks cross the line of the proposed canal would be put to heavy expense in the construction of bridges if such a bill should be passed, and the traveling public would suffer detention and danger from open draws, and it is not strange that these considerations had some weight with the Legislature. The disappointment of the promoters of this land-developing enterprise, meritorious as it was in its general object, hardly justifies, however, the expression of statements like the following, which the Indianapolis Press attributes to an attorney who, it says, appeared before the legislative committee for the bill and spent all of his time pushing it. "Our people will not