

IN THE RAILWAY WORLD

RAILWAY STATISTICS FOR YEAR

PUGET SOUND SHOPS MAY BE MOVED

GOOD SHOWING IN NEW MILEAGE-EQUIPMENT BUILT AND ORDERED.

OLD MOORE RANCH AT MOUTH OF HELL GATE PURCHASED-FINE SITE AVAILABLE.

The new mileage added during the past year in the United States is greater than that for the previous years, says the Railway Age Gazette in its annual number devoted to statistics concerning the railways of the United States and Canada.

This is quite a satisfactory showing, as financial conditions have not yet sufficiently improved to induce investors to back new projects, and uncertainty as to the prospects of future traffic has caused the suspension of work already started and prevented other plans for new work being carried out. Official returns from nearly all the railways in the United States, supplemented by our records and figures furnished by the state railway commissions, show that approximately 4,122 miles of new main track were built in the United States during the calendar year 1910, as compared with 3,748 miles during 1909. The 1909 record was over 500 miles more than for the preceding year, which was the smallest since 1877.

These figures include 63 miles of cut-offs in Wisconsin, on the Chicago division of the Minneapolis, St. Paul & Sault Ste. Marie, but they do not include new second, third or fourth track, sidings or electric lines. The actual increase over last year amounts to about 10 per cent.

Many of the larger railways which are included in the list have only added new mileage for work started the previous year and with a few exceptions no new work of importance has been started. Considerable progress was made during the year in making permanent improvements to roadbed to carry heavier rolling stock, straightening alignment and reducing grades. Many of the strongest railways have reduced construction to the minimum.

On the cut-off which the Atchafalaya, Topoka & Santa Fe is building between Texico, N. M., and Coleman, Tex., which is to have a total length of 315 miles, there was completed a section of 180 miles between Lubbock and Coleman. This was the longest single stretch of new road built. The Chicago, Milwaukee & Puget Sound added the largest amount of new mileage, having built 72 miles in Idaho, 23 miles in Washington, 132 miles in South Dakota and 124 miles in North Dakota, a total of 421 miles. The Santa Fe is second, with 100 miles in California and 298 miles in Texas. The Northern Pacific built 238 miles.

In Canada, the Grand Trunk Pacific built 325 miles, and on the eastern end the National Transcontinental built 437 miles, a total of 762 miles. The work under way on 307 miles of main line and branches, and on the eastern end on 307 miles. The Canadian Northern added 484 miles in the western provinces of Canada, and revision work was carried out on a section of 11 miles of main line. This company is now at work on 76 miles in Idaho, 233 miles in Saskatchewan, and 211 miles in Alberta, a total of 510 miles. The Canadian Northern Ontario added 75 miles of new mileage, and now has work under way between Toronto and Ottawa on 268 miles; also on a 30-mile section between Gowanda Junction and Port Arthur, which are 500 miles apart. This line is being built to connect the eastern line in Ontario with the western line at Port Arthur, and will form part of the through route to the Pacific coast. The Canadian Pacific laid a total of 367 miles, and work is now under way on about 253 miles.

In Mexico, the Southern Pacific added 41 miles, has work under way on 32 miles additional, and located the line from Tepic to Magdalena. The National Railway of Mexico added 22 miles and has work under way on 64 miles additional.

New main track mileage is reported in 38 states and territories, including Alaska, where 51 miles of new track were built. Texas, which was first in 1909, was first this year, with 155 miles; Washington and North Dakota come next in order, each with over 300 miles; Idaho, Minnesota, Oregon and South Dakota built between 200 and 300 miles each; California, Oklahoma, Montana, North Carolina and Arizona, in descending order, also built over 100 miles of main line in 1910. The largest decrease was in Nevada, where only 12 miles were built, as compared with 303 miles in 1909; nearly all the mileage added in that state last year was built by the Western Pacific, which is now open for traffic. No new mileage was reported in Connecticut, Delaware, District of Columbia, Indiana, Maryland, Massachusetts, Nebraska, New Hampshire, Ohio, Rhode Island, Utah or Vermont. In Canada, 1,844 miles were reported, as compared with 1,458 miles in 1909, an increase of 386, and in Mexico only 133 miles were reported, as compared with 233 miles the previous year, a decrease of 143 miles.

Cars and Locomotives. The amount of equipment ordered by railways in 1910 has been smaller than it was in 1909 and comparatively small as compared with the amount ordered on the average during the last decade. On the other hand, the numbers of cars and locomotives built in 1910 are greater than the numbers built in 1909, and the average numbers of locomotives built compare favorably with those for previous years. We have received reports from 68 car builders, and 12 locomotive builders in the United States and Canada. One investigation indicates that the total number of freight cars built during 1910 has been 180,845; passenger cars, 4,412; locomotives, 4,755. These figures compare with the figures for 1909: Freight cars, 93,870; passenger cars, 2,849; locomotives, 2,837.

An interesting comparison may be made between the figures for equipment built in the United States and Canada during the past year in the length of railways in the United States worked by the block system has been almost entirely in automatic signaling, and on a number of roads it appears that this year, as last year, the mileage worked by the manual system has decreased, automatic signaling having been substituted for manual.

On January 1, 1910, there were 14,233 miles of road under the automatic signal system. Our figures for January 1, 1911, show 17,345 miles being so operated, an increase for the year of 3,107 miles.

It developed in the discussion of railway matters at the meeting of the chamber of commerce yesterday afternoon that the Milwaukee railway has acquired possession of all of the old Moore ranch lying south of the middle of the river at the mouth of Hell Gate canyon. This land was recently purchased by P. S. Lusk and Kenneth Ross, representing the interested parties, and the title has passed to the Milwaukee upon the basis agreed upon by these two men.

The purchase of this land gives the Milwaukee a little more than a mile of ground along its line at the entrance to the canyon, which cannot be crossed by wagon roads, thus insuring splendid yardage. There are some places where it will be necessary to do a little steam-shovel work to widen the strip, but this will be easy in all places. For the most part, there is room for six or eight tracks parallel with the present line.

This purchase is considered important in connection with the report that there is to be a change made in the location of the Milwaukee shops. It has been suggested that if the company can be provided with 40 acres at the mouth of the canyon, on the flat where the old baseball grounds are located, they might move them here. The chamber of commerce will inquire into the matter and seek to interest local people in the matter if it is found upon investigation that there is a possibility of the shops coming here.

ment built in the United States alone during 1910 and in previous years. The average number of freight cars built per year in the United States during the 11 years 1899 to 1909 inclusive was 142,140; the number built in the United States in 1910 was 170,590. The average number of passenger cars built in the United States per year during the 11-year period mentioned was 2,392; the number of passenger cars built in the United States in 1910 was 4,280. The average number of locomotives built in the United States per year during the 11 years 1899-1909 inclusive was 3,158; the number of locomotives built in the United States in 1910 was 4,752.

The Reason Why.

The reason why the amount of equipment ordered this year has been less than last year, while the amount built has been larger, is to be found in the peculiar fluctuations of the equipment market. Last year the railways did not place their large orders until the latter part of the year. They continued to place them during the early part of 1910, but since the middle of the year orders were small. The consequence has been that at the beginning of 1910 the builders had a large amount of work before them and were kept pretty busy during the year, while at the end of the present year they find themselves with much smaller orders on books than at the beginning of 1910. It seems safe to predict, judging by present inquiries, that orders will show a marked increase during the early part of the new year.

Of the freight cars built in the United States during the past year, 166,119 were for domestic service and 4,571 for export. Of the passenger cars, 4,012 were for domestic service and 278 for export. Of the freight cars, 142,344 were of steel or had steel underframes, and of the passenger cars 1,867 were of steel or had steel underframes. All of the freight cars and passenger cars built in Canada were for domestic service. Of the freight cars, 2,942 were of steel or had steel underframes.

Cars Ordered. The decline in orders for freight cars is heavy. The year closes with the orders on the books of the manufacturers in a very unsatisfactory state.

The figures show that during the year there were ordered 141,204 freight cars, 3,881 passenger cars and 3,787 locomotives. Of the freight cars, 346,477 are all wood, 39,173 have steel underframes and 36,529 are all steel. Of the passenger cars, 1,303 are all wood, 723 have steel underframes and 1,855 are all steel. Of the locomotives, 3,532 are simple and 255 are compound; of the latter 237 are Mallets. Returns from 12 locomotive builders (9 in the United States and 3 in Canada, including one small plant in the United States whose output is estimated) show that of the 4,529 engines built in the United States 4,215 were for domestic service and 314 were for export. They include 236 compound engines. Of the 236 engines built in Canada all were for domestic service and no compound engines were built. Figures for locomotives built during the last 18 years show the smallest output in 1894, when only 695 were constructed, while the maximum was reached in 1907, when 7,352 were built.

The increase during the past year in the length of railways in the United States worked by the block system has been almost entirely in automatic signaling, and on a number of roads it appears that this year, as last year, the mileage worked by the manual system has decreased, automatic signaling having been substituted for manual.

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RIGHT-OF-WAY DEEDS.

Yesterday three deeds of right-of-way to the Clearwater Short Line Railway company were filed with the county clerk. The grantors were Ole Erickson, Philip M. Magee and Robert F. Anderson. The considerations were

Missoula Mercantile Co. Missoula Mercantile Co. Missoula Mercantile Co. Missoula Mercantile Co. Missoula Mercantile Co.

JANUARY CLEARING SALE

The Finest Women's and Misses' Apparel

Going at Reductions of One-Half and Nearly Half



THE finest, most stylish suits, dresses, coats, waists, etc., shown in Missoula this season, now going at reductions so great that not to take advantage of the bargains presented is to deliberately turn your back to opportunity. Search where you will, you will not find anywhere values to compare with our Clearance offerings.

Tailored Suits Half Price

A splendid assortment still remains from which to make a selection. Suits in all the desirable colors and fabrics; suits for all occasions—business, travel or dress wear; suits in practically all sizes, from misses' size 14, to women's size 40; ALL HALF-PRICE.

Table listing various suit prices: Regular \$25.00 Suits now \$12.50, Regular \$27.50 Suits now \$13.75, Regular \$30.00 Suits now \$15.00, Regular \$32.50 Suits now \$16.25, Regular \$35.00 Suits now \$17.50, Regular \$37.50 Suits now \$18.75, Regular \$40.00 Suits now \$20.00, Regular \$42.50 Suits now \$21.50, Regular \$45.00 Suits now \$22.50, Regular \$50.00 Suits now \$25.00, Regular \$55.00 Suits now \$27.50, Regular \$60.00 Suits now \$30.00, Regular \$65.00 Suits now \$32.50, Regular \$75.00 Suits now \$37.50

Street Dresses

A good selection awaits this week's customers; hardly a wanted color or size, but will be found in the assortment.

Table listing street dress prices: \$18.75 dresses, \$14.05 dresses, \$27.50 dresses, \$20.62 dresses, \$20.00 dresses, \$15.00 dresses, \$22.50 dresses, \$16.88 dresses, \$25.00 dresses, \$18.75 dresses, \$30.00 dresses, \$20.62 dresses, \$22.50 dresses, \$26.25 dresses, \$40.00 dresses, \$30.00 dresses

Evening Gowns

Many handsome costumes for formal dress wear, in voiles, messalines, taffetas and fancy nets, plain and elaborate in conception, in all light shades and dark colors, at ONE-FOURTH LESS than regular.

Table listing evening gown prices: \$30.00 gowns, \$22.50 gowns, \$35.00 gowns, \$26.25 gowns, \$40.00 gowns, \$30.00 gowns, \$45.00 gowns, \$33.75 gowns, \$50.00 gowns, \$37.50 gowns, \$55.00 gowns, \$41.25 gowns

Clearance of Fine Lingerie Waists Regular Prices Reduced One-Half

Scores of women are accepting this opportunity to stock up for future use, as well as to buy for immediate needs. There are hundreds of garments to choose from, all fine styles and made from fine materials, trimmed with dainty laces and embroidery; all have long sleeves; all sizes.

Table listing lingerie waist prices: All regular \$2.00 Waists now \$1.00, All regular \$3.00 Waists now \$1.50, All regular \$4.00 Waists now \$2.00, All regular \$5.00 Waists now \$2.50, All regular \$7.50 Waists now \$3.75, All regular \$10.00 Waists now \$5.00, All regular \$15.00 Waists now \$7.50, All regular \$20.00 Waists now \$10.00

Women's Fur Neckpieces, \$5

These are a lot of odd pieces in up-to-date styles, in marmot, Japanese mink, sable squirrel, French cone and hare, regularly priced up to \$15.00; your choice for only \$5.00

All Children's Fur Sets Now HALF PRICE

Women's and Misses' Sweaters Half Price

The entire stock, without reserve, is now priced for clearance. All are coat style and the latest cuts, with box or fitted backs and high double collars. V necks or roll collars with revers; plain and fancy weaves, in gray, red, white, navy and tan colors, and white with colored borders. The assortment also includes the popular misses' "Co-Ed" and "Middy" sweaters, the former in white with fancy borders, the latter in colors with blue sailor collars.

Table listing sweater prices: \$2.50 Sweaters now \$1.25, \$3.00 Sweaters now \$1.50, \$3.75 Sweaters now \$1.88, \$4.25 Sweaters now \$2.13, \$5.00 Sweaters now \$2.50, \$5.75 Sweaters now \$2.88, \$6.00 Sweaters now \$3.00, \$6.50 Sweaters now \$3.25

Coats Reduced 25 Per Cent

All women's and misses' coats, in fine all-wool mixtures, gray stripe effects and in plain tans, browns, greens and navy blue; lengths 52 to 54 inches; semi-fitted and box-back models, with convertible collars, plain revers collars and broad sailor collars, plain or trimmed with velvet, braid or fancy buttons. Sizes, misses' 14 to women's 40.

Table listing coat prices: Coats regularly priced at \$22.50, now \$16.88, Coats regularly priced at \$25.00, now \$18.75, Coats regularly priced at \$27.50, now \$20.62, Coats regularly priced at \$30.00, now \$22.50, Coats regularly priced at \$32.50, now \$24.38, Coats regularly priced at \$25.00, now \$18.75, Coats regularly priced at \$27.50, now \$20.62, Coats regularly priced at \$30.00, now \$22.50, Coats regularly priced at \$32.50, now \$24.38

Coats Worth to \$25.00, Only \$5.00. A few odd coats carried over from last season but in good styles for everyday wear; all full length; in black broadcloth and rough mixtures; sizes 34 to 40; original values up to \$25.00, your choice \$5.00

Evening Coats and Capes, 1-4 Less

Table listing evening coat and cape prices: \$18.75 garments \$15.04, \$22.50 garments \$18.87, \$25.00 garments \$18.75, Three only, 3-4 length capes, rose, green and tan; regular \$5.00, \$27.50 garments \$20.62, \$35.00 garments \$26.25, \$45.00 garments \$33.75

Children's Coats, Half Price

Half-price for any child's coat in the house—an opportunity mothers will not be slow to grasp. Here are coats for all, from the little tot of 2 years to the young lady of 14, and every one is a good, warm, dressy, serviceable garment, stylish and pretty.

Table listing children's coat prices: Regular \$3.00 Coats, \$1.50, Regular \$10.00 Coats, \$5.00, Regular \$6.25 Coats, \$3.13, Regular \$11.00 Coats, \$5.50, Regular \$7.50 Coats, \$3.75, Regular \$12.00 Coats, \$6.00, Regular \$8.00 Coats, \$4.00, Regular \$13.50 Coats, \$6.75

Especially good bargains will be found in a line of coats made from heavy, rough materials, in Alice blue, brown, tan and rose, with plaited skirts; belts, collars and cuffs piped in velvet in contrasting colors; size 14 years; regular price \$7.50 to \$18.00, reduced 1/2

Clearing Out All Our Stylish Millinery at Half Price

Not a single exception, every hat is included in this sweeping reduction, which, by the way, is doing so well towards reducing the stock on hand that we are prompted to urge your early attention. There are hats for all, young, middle-aged and elderly, for the blonde or the brunette and for every particular style, and all, to the last one, is HALF-PRICE.

Missoula Mercantile Co.

TRAINS SOME DELAYED BY SNOW AND STORMS

As follows: Erickson, \$7,000; Magee, \$6,000; Anderson, \$6,135.40. The land involved is in the Lolo district and each deed is the last step in condemnation proceedings.

FOR HUGHES' SUCCESSOR.

Denver, Jan. 12.—Governor Shafroth announced this afternoon that the first ballot to choose a successor to the late United States Senator Hughes would be taken in the legislature January 24. He will officially notify the legislature of the death of Senator Hughes tomorrow or Saturday and construes the law to require that balloting shall begin the second Tuesday following.

TRAINS SOME DELAYED BY SNOW AND STORMS

The Northern Pacific's westbound trains arrived on the Rocky Mountain division yesterday somewhat late. The storms east were responsible for the delay and no trouble was experienced in making up some of the lost time on the Rocky Mountain division, in spite of the cold which prevailed most of the way from Helena to Beartooth. Passenger trains Nos. 1, 3 and 5 averaged about three hours late last night into Missoula.

PUGET SOUND O. K.

Although there is considerable snow in the Bitter Root mountains the Puget Sound passenger trains ploughed along without any trouble yesterday. The train from the west was on time and the evening train from the east was an hour late, the delay having been caused by a flat wheel on the diner rather than on account of the weather.

SIXTEEN PASSENGERS OVER LOCAL DIVISION

On account of the snow blockade on the Great Northern that company is routing all of its passenger trains over the Northern Pacific rails between Sandpoint and Helena. Considering its plight, the company has been doing fairly well by its passengers who were not caught in the snow. The Northern Pacific has offered all possible aid, especially in the dispatch of the mail trains.

WHEN IN HELENA

When in Helena stop at the Grand Central hotel, Main street. The largest and best hotel in the west. All street cars pass the door. No hill to climb; 120 steam-heated rooms. Telephone in every room. Popular prices.

INSURANCE REAL ESTATE, LOANS

Agents Mutual Benefit Life Insurance Company.

PETTITT & OSBORNE

TRY A MISSOULIAN WANT AD. TRY A MISSOULIAN CLASS AD.