

WONDERFUL RECORD OF C. & N. W. RY.

The announcement is made by the Chicago & Northwestern Ry. that for the year which ended June 30, 1909, 27,000,000 passengers were carried over its rails without a single fatality, and it is difficult to comprehend the significance of this statement without the aid of the most illuminating illustrations. The passenger department of the Northwestern draws a number of interesting comparisons in this respect. For example, the number of passengers carried by the Northwestern during the period above mentioned, was more than all the railroads in the United States carried in the year 1850. This number of persons is seven times as great as were included in both the federal and confederate armies during the civil war; twenty times as many as were in Xerxes army at the invasion of Greece, generally supposed to have been the largest number of persons ever gathered together in one place at one time. It is a third of the population of the United States, yet each one of these 27,000,000 of people entrust their safety to the Chicago & Northwestern Ry., and the railroad safely accounted for every precious life placed in its care. The population of New York, Pennsylvania, Ohio, Illinois, Massachusetts and Indiana approximates 27,000,000 persons, and statistics show a great number of fatalities each year in those states as the result of accidents to persons who are pursuing their usual duties, thus indicating that travel on the passenger trains of the Northwestern is attended with less hazard than pertains to the ordinary everyday vocations of life.

FAST TRAIN ON GREAT NORTHERN RAILWAY.

The Great Northern R. R. has put into operation a mail express train which will cut 11 hours off the present running time between St. Paul and Seattle, and make it possible to deliver mail from the East 24 hours earlier in the Puget Sound cities. This is claimed to be the fastest long distance train in the world, and will be run on a daily schedule from St. Paul to Seattle. The new train left St. Paul at 8 a. m., Monday, Sept. 27, and is due to arrive in Seattle at 6 a. m. Wednesday. The change makes it possible to distribute letters in Seattle on the first delivery on the second morning after leaving St. Paul, instead of on the third, as in the past. The action of the Great Northern in putting on the new express train at this time came as a surprise to local railroad men, as it was expected that no action along this line would be taken until next spring. The action of the Great Northern is regarded as an important move in the so-called "speed war" which has been started among the railroads of the West.

ALL STEEL CARS FOR C., M. & P. S. RAILWAY.

The Chicago, Milwaukee & St. Paul Railway has ordered 250 all-steel passenger cars, of which 160 are for use on the Chicago, Milwaukee & Puget Sound Railway, and 90 are to be used on the old lines in Wisconsin, Illinois and other states. The C., M. & St. P. is the first Western line to place a big order for the extensive steel passenger cars of the non-telescoping type. All of these cars have steel frames and steel underframes. They are modern and up-to-date in every particular, and the interior design and decorations are strikingly fine and original.

The Harriman lines have recently ordered 600 cars of similar type, and the Pennsylvania road in the East was a pioneer in buying 500 cars of the improved type.

The Great Northern and Northern Pacific have supplied their passenger trains with modern equipment, and in or-

der to compete with these two established lines the Milwaukee must be up and doing.

The Milwaukee is expending vast sums of money on its road bed and is also perfecting its Puget Sound terminals. The management of this road has made arrangements to run its trains into the temporary passenger and freight sheds built by the Harriman line on Railroad Avenue, and it is quite probable that arrangements will be perfected whereby the Milwaukee will use the fine permanent passenger station of the O. & W. on King Street, when completed.

STATE RAILWAY COMMISSION COMPLIMENTS GREAT NORTHERN.

Completing an inspection of the Great Northern railway line in Montana, the railroad commission of that state recently wrote a letter to General Manager Gruber as follows:

"You have a good railroad, particularly the main line; track is well ballasted, good sub-drainage, grade revisions and line changes, all of which indicate large expenditures for betterment. The result is a track that it is a pleasure to ride over, and these improved conditions should minimize the accidents incident to travel."

Such a compliment, coming from a state commission, is pleasing to the management of the Great Northern. This company has expended many hundreds of thousands of dollars on its lines during the past few years, the result of this expenditure being shown in the increased volume of travel of this line.

GEORGE W. ANDREWS ELECTED PRESIDENT.

A special dispatch to Railway & Marine News from Chicago, dated October 13, conveys the information that George W. Andrews, general agent of the passenger department of the Pacific Coast Steamship Company, has been elected president of the American Association of Travelling Passenger Agents, succeeding M. H. Bohrer, who was elected to that office in Seattle last year.

George Andrews is one of the best known passenger men in the United States, and is very popular with the members of the A. A. T. P. A. He was elected unanimously.

The convention will be held next year at Dallas, Texas.

ALASKAN PLANS PALATIAL RIVER STEAMER.

The most palatial craft in Alaska is what Fred Noys, a well-known saw mill man of Fairbanks, intends to have built for himself. He has recently been in Seattle arranging plans, and local builders will have opportunity to bid on the contract. Mr. Noys contemplates a stern wheel steam vessel with a length of 65 feet and beam of 16 feet. To make the steamer available for shallow northern rivers he intends to have a draft of but 10 inches light. As he desires the machinery sunk into the hull and the cabin all on deck, the problem presented is no easy one considering the light draft planned. The cabin will include a pilot house, large stateroom for the owner and wife, a living saloon with four Pullman berths, bathrom, toilet and galley.

The specifications call for a stern wheeler equipped with engines capable of making about 10 miles an hour. There is to be a brick yard boiler, steam capstan and steam steering gear. Plate glass windows, mahogany finish and the finest upholstery will make the pleasure craft a veritable floating palace and the best cruiser owned by an Alaskan. The steamer may be shipped to Alaska either complete or knockdown.