

statement by accounts of the amounts charged to "Additions and Betterments" during the year.

Accounts.	Additions.	Betterments.	Total.
Right of way.....\$	124,245.57		\$ 124,245.57
Real Estate	9,335.07		9,335.07
Masonry	1,188.21	\$ 393,828.83	395,017.04
Cribbing and bulk-heading		*53,290.01	*53,290.01
Bridges and culverts	45,235.07	220,026.80	265,261.87
Roadway and track	104,086.30	915,005.56	1,019,091.86
Increased weight of rail		419,565.11	419,565.11
Siding and spur track	195,641.37		195,641.37
Fences	20,468.14		20,468.14
Telegraph	1,301.97	90,057.70	91,359.67
Transportation dept. buildings	75,618.69	94,245.74	169,864.43
Stock yards	3,582.01		3,582.01
Road dept. bldgs....	*2,981.18	*147.87	*3,129.05
Round house and shops	59,727.88	38,482.52	98,210.40
Shop machinery and tools	65,189.79	76.12	65,265.91
Fuel and water stations	3,414.33	88,546.30	91,960.63
Docks, wharves, landings and inclines..	*4,204.00	3,984.44	*219.56
Electric power plant	726,381.32		726,381.32
Electric power transmission	299,793.93		299,793.93
Snow fences and snow sheds		29,350.30	29,350.30
Miscellaneous bldgs.	16,020.68	12,162.40	28,183.08

Total\$1,744,045.15 \$2,251,893.94 \$3,995,939.09
*Credits.

Of the total amount shown, additions costing \$56,888.40, and betterments \$139,793.31, or a total of \$196,681.71, were made to the properties of controlled Canadian companies and are included in the amount shown on page 10 as advanced to such companies during the year; leaving as expended on properties owned by the Great Northern Ry. Co.:
Additions\$1,687,156.75
Betterments 2,112,100.63

Total\$3,799,257.38

Many important improvements are now in progress.

Regardless of the falling off in revenue during the year, there has been no suspension or curtailment of work on the company's roadbed, tracks and equipment. As previously stated, the expenditures for maintenance of way and structures show an increase of \$208,623.43 over last year. The property has not only been fully maintained during the year but greatly improved, and in its entirety is in better condition and better able to handle traffic than at any previous time.

NEW MILWAUKEE BUILDINGS AT TACOMA.

The Chicago, Milwaukee & Puget Sound has begun construction on its tideflat terminals of eight buildings to form part of the machinery and repair shops plant. These buildings are but a portion of the great terminal system of this road to be located on the Tacoma tideflats, where the company has extensive holdings. The contracts are to be completed by January 1. The buildings under construction and their estimated cost are: Machine shop, \$11,000; blacksmith and tank shop, \$10,000; woodworking shop, \$6,000; storehouse, \$7,500; roundhouse, \$30,000; coalshed derrick house, \$800; employes' building, \$150. The roundhouse will contain twelve stalls.

Material is on the ground for the construction of a trestle from the road's terminal lumber docks to the Oriental warehouse. Creosoted piling will be used. This additional track will enable the company to shift cars alongside the steamers loading at this pier and lumber, heavy machinery, etc., can be handled direct from car to ship.

Plans are under way for the extension of the Milwaukee's Oriental docks on the terminal property. The addition will be built to the south of the present building and adjoining it. The present docks are 500 feet in length and the addition will probably add 400 feet of wharfage, giving ample space for two big steamers to dock at the same time. Two berths will be necessary next summer when the company begins fortnightly service to the Orient. It will then be necessary to have warehouse space for both inbound and outward cargo.

While the C. M. & P. S. will not establish through passenger service until next summer, owing to lack of passenger equipment, the new road is making some records with its fast freight service. Recently freight was delivered at tidewater thirteen days from the Atlantic Coast, while eight days from Chicago is another record of which the officials feel proud.

N. P. FRANCHISES AROUND LAKE UNION.

The three perpetual franchises asked for by the Northern Pacific Railroad for a belt line system around the shores of Lake Union are at present under consideration by the committee of the City Council, and although the matter has not yet been definitely settled in all its details, it is hoped that it will be, at a meeting to be held on November 2.

The franchises are known as "A," "B" and "C." "A" covers a line extending from Fremont to Ballard, along Ewing Street, following the north bank of the proposed Government canal. The second franchise, "B," covers right-of-way from Fremont, over Westlake Boulevard, completely around the east end of the lake as far as Hamlin Street. Franchise "C" covers Terry Avenue from Valley Street to Denny Way.

TRESTLE ON FIFTH AVENUE FOR O. & W. RAILWAY.

Bids were opened on Monday, October 25, at the office of Assistant Manager Holman, of the O. & W. Ry., for the construction of the following trestle work on Fifth Avenue South: 3,000 lineal feet on the west side of Fifth Avenue from Atlantic to Stacy Street; 2,300 feet on the easterly side of Fifth Avenue from Massachusetts to Stacy Street; 1,400 lineal feet on the westerly side of Fifth Avenue from Lander Street to Hanford Street; 1,000 feet on the easterly side of Fifth Avenue to a point near Hanford Street. This trestle crosses the tide flats south of the city.

Of the above bids but one was awarded at this time, that of 3,000 feet on the west side of Fifth Avenue and south from Atlantic to Stacy Street, which was awarded to the Pacific Engineering Co.

W. H. HURLBURT VISITS SEATTLE FRIENDS.

Mr. W. H. Hurlburt, formerly General Passenger Agent of the O. R. & N. and the U. P. at Portland, Oregon, and previous to that General Passenger Agent of the Kansas Southern, was in Seattle recently, meeting old friends. Mr. Hurlburt is at present engaged in business for himself, and is said to be doing very well. "Billy" Hurlburt was one of the most widely known and most popular passenger officials on the Pacific Coast, and during his regime he has helped many a good fellow not burdened with the coin of the realm along his way.

C. C. Lacey, marine superintendent of the Great Northern Steamship Co., has been in San Francisco for a short time, having gone South to see the festivities incident to the Portola celebration. He returned last week.