

TRACKLAYERS ARE NEARING THE GOAL.

Work Being Rushed on Minidoka And Malad Branches of Short Line.

INTO TWIN FALLS IN TEN DAYS

Sixteen Miles of Grade on Malad Line Will Be Laid Next Week.

The Oregon Short Line is pushing work on its feeders in Idaho with the result that the next thirty days will see the completion of both the Minidoka and the Malad branches. This will mean a material addition to the tonnage of the system as both lines tap districts that from year to year will increase in acreage under cultivation, to say nothing of population.

General Passenger Agent D. E. Burley this morning stated that the track-laying machine was now within 18 miles of Twin Falls City on the Minidoka branch, and the gauge was putting down steel at the rate of about 8,000 feet a day. The residents of the new city can see the smoke from the locomotives in the distance and are already making preparations for a big celebration upon the advent of the first locomotive.

Track is already being handled on the line by the engineering department, the earnings going towards the reduction of the cost of building the road. This business is assuming such proportions that the traffic department is casting envious eyes at it and speculating on the day when the engineering department will turn the branch over to it.

Indications are that tracks will be laid into Twin Falls City by Monday week, but it will be the middle of August before the line is cleared in ready for regular business, as there are stations to build, sidings to put in and water tanks to be erected.

Tracklaying on the Malad branch commenced this week at a point about three miles north of Garland, with a large force of Japs and a track-laying machine. The 16 miles of grade now ready will be cleaned up within the next 10 days, after which the material for the construction of two bridges over the Malad river will be rushed to the front prior to the arrival of the first train into Malad City, an event which will be celebrated with due cheer by the residents of that fertile section.

GOOD FOR UTAH BOY.

Andrew Maclean Appointed Chief Electrician and Engineer O. R. & N.

Andrew Maclean, a graduate of the Agricultural college at Logan, has been appointed chief electrician and construction engineer of the Oregon Railway & Navigation company, with headquarters at Portland. He left last night to enter upon his new duties, leaving Mrs. Maclean and daughter to follow as soon as he gets located.

Since leaving the Agricultural college he has been assistant electrician for the Utah Fuel company and construction engineer for the Colorado Fuel & Iron company, at Trinidad, Colo.

CLARK AND GOULD.

Denver Post Tells of Transfer of Business to D. & R. G.

The Denver Post apparently has at last awakened to the fact that there is something doing on the Salt Lake Route, and prints as news the current gossip in local railroad circles that has been going the rounds here for the past two months. It says:

"There is a rupture between the Union Pacific and the San Pedro, Los Angeles & Salt Lake railway as regards the passenger and freight business from Denver to Los Angeles. Instead of the Union Pacific securing the business from here to be turned over to the San Pedro line of Salt Lake, it is going by way of the Denver & Rio Grande, and the officers of the new Clark road and the Denver & Rio Grande, appear to be working together like brothers.

"The San Pedro, Los Angeles & Salt Lake road has the reputation of being a Harriman line, although at a recent meeting of the directors Senator William A. Clark was elected chairman of the executive committee and is now doing as he pleases as regards turning over business at Salt Lake City. It was believed that the Clark road would take the Denver business over to the Union Pacific at Salt Lake, but the Gould road has beat the Harriman line and the Denver officials of the two roads are worked up over the matter."

NEW TIE TAMPER.

Union Pacific Experiments With a Device for Ballasting.

(Special to the "News.")

Cheyenne, Wyo., July 14.—The Union Pacific has just completed an important experiment on the Wyoming division, being no less than the exhaustive trial of a simple device called a tie tamper. The machine consists of a long shallow pan, one-half of the length of a tie. In this pan is a piece of wrought iron twisted in the shape of a corkscrew. The pan is placed in a quantity of gravel, and the pan with its corkscrew arrangement is pushed under a tie. The pan is then with drawn and the corkscrew rod, with the gravel, is left and the tie lowered, then the corkscrew rod is withdrawn. The object of the machine is to place a layer of gravel evenly under all parts of the tie, something impossible to do with present methods of tampering ties. The experiments were a success and several hundred of the machines have been ordered for the Wyoming division.

Good All Round Man.

There is a shining example of a railroad man who left the business to go into the mercantile walk of life for himself and make a success of it at the Knutsford today. The gentleman is Dee C. Weatherly, a number of years employed as district freight agent for the American Refrigerator Transit company, the Gould line, and an old friend of Traffic Manager T. F. Schumacher and Car Service Agent of the Oregon Short Line. Mr. Weatherly who is on route to Portland and California with his wife left the railroad business some time ago and went

TEA

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into business for himself in Missouri making a success of it from the start.

SPIKE AND RAIL.

L. H. Harding, general agent of the Colorado Midland, left last night for Denver on a business trip.

E. W. Gillett, general freight and passenger agent of the Salt Lake Route, left last evening for Los Angeles.

Illustrations and data regarding the Union Pacific motor cars going the rounds of the trade journals. Sunset Magazine also devotes some space to it.

The Gregory special arrives in Salt Lake tomorrow morning at 8:30 over the Rio Grande and will go out at 10:30 over the Salt Lake Route to Los Angeles.

General Superintendent E. Buckingham and Traffic Manager T. M. Schumacher of the Oregon Short Line have returned from a trip over the Minidoka branch.

The Chicago city council, by a vote of 33 to 13, has granted the Metropolitan elevated railway the right to construct freight and express transportation business for ten years.

W. J. Ridd, who has been looking after