

The new line as projected and surveyed will pass through Westmoreland, Armstrong, Indiana, Clearfield, Centre, Blair, Mifflin, Union, Snyder, Northumberland, Schuylkill and Lehigh counties and will open up several new bituminous fields, as well as tap the most important outlets of the anthracite region. Splendid agricultural regions will also be tapped.

Entrance into Pittsburgh will probably be made over the old Beech Creek and Crow's Run Railway, which owns a right of way through Reserve, Shaler, O'Hara, Penn and Plum townships into this city. This connection while not yet fully decided on, has the advantage over all others because of its direct line and for the simple reason that the interests behind the new road practically control it.

The new line will cross the Allegheny Mts. at Houtzdale. The time between Pittsburgh and New York for passenger traffic will be reduced two hours and between Chicago and New York about five hours.

The present distance between New York and Chicago over the shortest railroad between the two cities is 908 1/2 miles, via the New York, Pittsburgh and Chicago route it will be 788.5, a full saving of 120 miles.

The charter which was first taken out of the new road, nearly five years ago, was renewed last week in Harrisburg by the Pub. Ser. Commission. This action was taken so that the charter which had but a short time longer to run, would not become invalid before the new line could be got under way.

Soon after the charter was granted, even though the interests behind the new venture were rated as the most powerful in the land it was deemed foolhardy to attempt to finance a railroad owing to existing economic and political conditions. These interests, however, now believe that the time will soon be ripe for a furthering of their project.