

Illinois has to-day, can hold 100,000 miles more without crowding.

There is room for much competitive railway building and it is going on. Let us take a few concrete examples.

To the north, domiciled in Canada but reaching into the United States at many points, three great competitors are pushing their competition with an earnestness that Mr. Hill would admit to be "a struggle."

Grand Trunk Pacific has begun to build a line from the Atlantic to the Pacific Ocean, 3,600 miles, to which are to be added hundreds of miles of branches. Contracts for about 1,000 miles have already been let. This means competition with the Canadian Pacific and the Canadian Northern railways.

Canadian Pacific, besides building hundreds of miles in the Northwest to anticipate its new transcontinental competitor, has also given Mr. Hill several struggles on both sides of the border. It is struggling to prevent the Great Northern from building across southern British Columbia to the Pacific coast. It is building the Crows Nest cutoff into coal regions and next year will reach down to Great Falls, Butte, Anaconda and Helena, carrying coal and coke to the smelters, in competition with the Great Northern. It is back of the Corbin road being built from Spokane in Washington parallel to both the Great Northern and Northern Pacific northward into British Columbia. In the Puget Sound country the Canadian Pacific is evidently reaching down into Washington for a share of the business which Mr. Hill's road has built up. Per contra, Mr. Hill is entering Canadian territory at several points, trespassing on regions supposed sacred to Canadian Pacific forever.

Canadian Northern, from Lake Superior westward, is boldly contesting possession of a vast and promising country with its two transcontinental rivals. Besides many branches, its main line has reached out 850 miles beyond Winnipeg to Edmonton and seems intending to keep on to the Pacific coast.

In our own extreme Northwest the competing projects of most present interest are these:

Portland & Seattle, under construction from Kennewick, Wash., opposite Pasco, the terminus of a Northern Pacific line, westerly along the north bank of the Columbia River to Vancouver, opposite Portland, 228 miles—a joint line of Great Northern and Northern Pacific in direct competition with Harriman's Oregon Railway & Navigation road on the other side of the Columbia.

Wallula Pacific, newly incorporated, surveying from Wallula, Wash., along the north bank of the Columbia River to a point opposite Astoria, Ore., 320 miles. This follows the same route as the Portland & Seattle and is a Harriman project in decided competition with Hill, as well, indeed, as with Harriman's own line across the Columbia. It is difficult to believe that both these intensely competitive projects will materialize.

Pacific Railway, projected from Wallula to Tacoma and Seattle, Wash., about 250 miles. This project is popularly attributed to the Chicago Milwaukee & St. Paul, although that company does not officially recognize ownership.

North Coast Railway has begun work near North Yakima, Wash., on a line projected from Wallula through the Cowlitz Pass to Seattle and Tacoma. Extension from Wallula west to Walla Walla is also contemplated. Rumor begins to credit the enterprise to Mr. Harriman, who could thus extend the Union Pacific system direct to Mr. Hill's country on Puget Sound. The North Yakima & Valley, another mysterious project, has begun work on a line from North Yakima through the same territory as that covered by the route of the North Coast Railway. It would parallel the Northern Pacific for about 100 miles to North Yakima.

Yellowstone Park Railroad. Under this title the Oregon Short Line is building an extension from Saint Anthony, Idaho, north to the Yellowstone National Park, about 75 miles. This will directly compete with the Northern Pacific for its now exclusive Yellowstone Park business and indicates a decided struggle in that region, which is likely to be intensified later on by the advent of the Chicago & Northwestern, Chicago Milwaukee & St. Paul and Burlington companies.

Spokane International. Building from Spokane, Wash., northeast through Idaho to the Canadian Pacific at Yakk, B. C., 150 miles, evidently a Canadian Pacific scheme; competing with both Great Northern and Northern Pacific.

Chicago Burlington & Quincy has commenced building a line from Bridgeport, Neb., terminus of its Gurnsey

branch, southeast along the Platte River to North Platte, Neb., and thence to connection with one of the existing Burlington lines.

Union Pacific, stirred by this movement, announces its intention to build along the other bank of the Platte from North Platte about 150 miles, directly paralleling the Burlington.

These undertakings, coupled with an official declaration that the Burlington proposes to extend to Salt Lake City, suggest the commencement of a struggle between the Hill and Harriman interests which will not be limited to Nebraska or Wyoming.

Space falls for describing in detail other notable projects in the West directly or prospectively competitive. We may briefly name these: Chicago & Northwestern extension from Caspar west to Lander, Wyo., 148 miles, pointing toward Yellowstone Park, with possibilities in the direction of Salt Lake; Burlington extension from Frannie, Wyo., south down the Big Horn Valley, over 100 miles, to Thermopolis, where it will be met by a branch of the Northwestern; Chicago Milwaukee & St. Paul extension from Chamberlin, S. D., west to the Black Hills; Chicago & Northwestern extension from Pierre on the Missouri River to Rapid City, S. D., 165 miles, paralleling the C. M. & St. P.; Great Northern's line about completed from Sioux City, Ia., south to Ashland, Neb., 103 miles, intended to divert to Minneapolis and Duluth much traffic now going to Chicago; Minneapolis St. Paul & Sault Ste. Marie, nearly completed extension 300 miles long across North Dakota, paralleling Great Northern and tapping numerous feeders just built by the latter; Western Pacific, the great enterprise which will extend the Gould system from Salt Lake City to San Francisco, covering, with branches, some 800 miles; Denver Northwestern & Pacific, under construction from Denver to Salt Lake City, some 500 miles, possibly in the interest of Burlington; San Francisco Idaho & Montana, a Southern Pacific project to connect the Snake River Valley, Wash., with San Francisco via Winnemucca, Nev.; Atchison Topeka & Santa Fe, having paralleled Southern Pacific up to San Francisco, now steadily pushing northward toward Oregon.

These will serve as examples of great movements going on in the western portions of the country alone. Numerous important enterprises in the Southwest and South are sufficient for separate enumeration.

Altogether, it is safe to say that the era of competitive railway building in America has not ended, and that the specter of a mighty combination by the railway powers of the continent, which should stifle competition, stop construction and tie up all industries in the knots of a destructive monopoly, need not affright the present generation, at least.

Statistics, English and American.

The following is from an article in *Indian Engineering* on "Ton Mile Statistics." Two years ago three officers of the Caledonian Railway were sent to the United States to study American railways on the spot, and Mr. Calthrop, general superintendent, who was instructed by Mr. R. Millar, general manager, to make particular inquiries as to the use of ton mile statistics, reported: That, in the almost unanimous view of the general and district superintendents he consulted, the figures, for the purposes of current check on uneconomical working, are valueless; what they rely on, as controlling factors, are (1) carload, (2) engine load, (3) earnings per train mile, and (4) cost of working per train mile. And he concludes that, "so far as the experience of the practical officials is concerned, there is no difference between the English and American practice on this much debated subject." It is the way of Americans to press home a point with an appropriate story, and this American method at any rate commends itself to Mr. Millar. He makes a sly hit at the progressive Northeastern in quoting the remark of the mother of the rawest recruit in a volunteer battalion marching through a Scotch village: "They were a' oot o' step but oor Johnny!"