

RAILWAY TITANS LOCK HORNS

Those of Canada Plan to Checkmate Invasion by United States Roads.

SIGNIFICANCE OF MOVES.

DOMINION MEANS TO RETAIN COMMERCIAL DOMINANCE OF WESTERN PROVINCES NOW THREATENED BY J. J. HILL.

Chicago, Aug. 8.—This fall and winter will witness the beginning of an international railroad race between the United States and Canada with the commercial dominance over Manitoba, Saskatchewan and Alberta as a prize. Word has just been received here that the Canadian railroads, armed at the possibility of the great wheat crop of the western provinces being diverted by American lines through the states to the gulf ports, have determined to provide facilities at any cost to move this increasingly large crop eastward through Ontario and the St. Lawrence river. The completion of the Canadian Northern railroad's new line from Toronto to Sudbury, Ontario, it appears, is only the first step in a comprehensive plan which may call for counter action on the part of our big western roads. Reports that the wheat crop of the western provinces will be 125,000,000 bushels or the largest in their history has helped precipitate matters.

This determination by the Canadian railroads explains why the Canadian Pacific is rushing the double tracking of its line from Winnipeg to Fort William—which is the “neck of the bottle” through which nearly all the grain from the empire of wheat to the west, north and northwest must pass. Most of this double tracking now is completed. From Port William and Port Arthur, the twin cities of Thunder Bay, most of the grain is poured out of the bottle to go forward in boats through Lake Superior. Because the bulk of the grain centers upon these ports, the Canadian Northern has built at Port Arthur the greatest grain elevator in the world, one of a capacity of seven million bushels.

The first hint of Canada's new intentions was given in a speech by an officer of the Canadian Northern at Sudbury when the line was completed to that point early this month. The speech was not reported at the time but since then it has been brought to the attention of railroad men of this city, who consider it of the greatest significance.

The speaker began his remarks by saying that they had now proceeded more than one-third of the distance of their march to Port Arthur to connect with the eastern lines of the Canadian Northern system, and that they would soon be running into Port Arthur over their own rails or over borrowed rails, thus giving to Western Canada a new outlet for her wheat. He then took occasion to warn Canadians generally that year by year the west was becoming more important to the east, than the east to the west and said additional rails alone could prevent the natural community of interest of the western provinces and the western states from breaking up Canadian national unity. “James J. Hill with five railway lines,” he continued, “is tapping at the door of western Canada. If Western Canada is not given sufficient outlet through the east for her wheat, Mr. Hill will be admitted and the wheat will go south through Galveston instead of east through Montreal. Once it is allowed to cross the international boundary line enroute to the European markets through the Galveston gateway, Montreal will cease to be the gateway of our west.”

Already Canada has set a pace in railroad building that has left the United States behind. The Canadian Pacific began the record by completing its lines in 5 years from the time

OIL MAY BE USED ON TORPEDO BOATS

Naval Oil Burners to Be Experimented With.

Washington, August 8.—Attention has been attracted to the coming visit of Rear Admiral John K. Barton, chief engineer, to the Pacific coast because, on the result of his investigation may depend the installation of oil burning furnaces in the ten torpedo boat destroyers authorized at the last session of congress. The naval oil burners have been experimented with at the New York and Norfolk yards and thus far have yielded gratifying results.

A competitive test of gasoline motorboats is contemplated by the bureau of construction and repair. This is in the effort to determine the best possible type of boat of the gasoline variety for use in the navy.

the undertaking was commenced and in half the time allowed under the contract with the government. Its great competitor in the West, the Canadian Northern, has a unique record of having extended at the rate of a mile a day for 11 years. Canada now has more railroad mileage per capita than any other country on the globe. In spite of the activity in the United States, only 5,874 miles of new road were added to the total mileage of 22,282 during the last year, or an increase of 2.56 per cent. In Canada the total mileage of 21,352 was increased by 1,492 or 6.9 per cent. The ratio to population is still more striking. Mexico has a population twice as great as that of Canada, but only 356 miles of railroad were laid in Mexico in 1907, or one mile to every 38,218 persons of her eighty-three millions. Canada, with only 6,442,581 inhabitants, constructed a railroad mile for every 4,980.

It is this record which Canada proposes in the next twelve months to beat. Engineering plans and estimates have been made by the three largest railroads and work is already in progress or will be undertaken in a dozen different directions. The Grand Trunk Pacific is pushing its lines past Saskatoon towards Edmonton with its eyes fixed on the new harbor of Prince Rupert as the ultimate terminus of the latest trans-continental project on the continent. The Canadian Pacific is building a secondary line; has already “double-tracked” a large part of the way between Winnipeg and Fort William and will add new branches and feeders all the way from Eastern Canada to Vancouver. The Canadian Northern will complete its link between Toronto and Port Arthur. Recently it has built two large bridges, one over the Rainy river at Fort Frances, on the direct line from Winnipeg to Duluth, the other over the North Saskatchewan at Prince Albert, where a short line is to extend to Battleford. Meanwhile railroad men here are awakening to the fact that every day is linking eastern and western Canada more closely together and only an exceptional display of activity on their part will be able to divert the enormous wheat crop of western Canada through the States to the Gulf and west Manitoba, Saskatchewan and Alberta away from their commercial allegiance to Montreal and the East.

It is remarkable that the French river should receive railroad service in the year that the Tercentenary of the founding of Quebec by Champlain is being celebrated. The French river was navigated by the French explorers nearly three hundred years ago on his way to stay with the Huron Indians, prior to a raid with them upon the Iroquois south of the St. Lawrence. Instead Champlain camped on the site of the modern Key harbor, discovered when work on the port began a year ago. The whole French river region is a delight to the fisherman canoeist and camper, and already many Americans who know something of sport in Canada have arranged to spend their vacations among the woods and rocks and waters of this hinterland of Georgian Bay. The Canadian Northern Ontario lines make access to the French river easy, and with the development of mineral traffic from Selkirk to Key harbor and to Toronto, where a smelter capable of employing 15,000 men is planned, the wilderness through which Champlain passed may become one of the most profitable localities on the continent.

An interesting experiment will shortly be made with the object of minimizing the terrible mortality among infants in the east end.

It is proposed to found an infants' hospital in the out patients department of which mothers will be taught how to look after their babies.

The scheme is intended to foster the interest of poor mothers in the proper care of their children. When a case is brought into the hospital the physician and nurses will carefully explain to the mother how to treat the sick child in its own home, and also methods by which future illnesses may be avoided.

The idea owes its origin to Mrs. Leverton Harris, wife of the M. F. for Steppen, who, with Mr. Hasted, J. P., Dr. Corner and Dr. Atkinson, is organizing an east end baby show today.

A parliament of mothers of all denominations, Protestants, Roman Catholics, Quakers and Jews, was called together to decide about the baby show and they evinced such a keen interest in the treatment necessary for the rearing of healthy children that it was felt an effort must be made to help them.

Socialist M. P.s are beginning to agree with those dukes and other peers who have let their town houses to rich Americans that entertaining throughout the London season is an expensive luxury.

Nothing that has occurred in parliament this session has pleased the socialists so much as the decision of Sir Alfred Jacoby to reduce the price of strawberries from a shilling to eighteen pence a portion—cream and sugar included—the portion, according to the chairman of the kitchen committee, being sufficient to satisfy a socialist member and a friend.

For the last month or two the socialist members have complained bitterly of the inroads made on their pockets by entertaining. They say that this year heavy burdens have fallen on them on account of the great number of strangers in London, and that their salaries of \$1,000 a year are equal to the strain of entertaining on a large scale. The fact is they have been too ambitious.

Few features of the inner life of the present parliament have been so striking as the manner in which the socialist members have risen to their social obligations on becoming members of the “best club in Europe.”

There are many socialist members who were so elated at being elected to the house of commons that they pressed their friends to share its delights. These friends all came, and their experience made excellent material for speeches on Clerkenwell Green, showing the luxurious habits of the idle rich.

They came so often this year, strawberries and cream at a shilling a portion (enough for two) and noted how the wicked rich lived that their hosts began to wish they would take their

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