American Railroads.

Their Relation to Commercial, Industrial and Agricultural Interests.

An Address by George H. Daniels,
General Passenger Agent,
New York Central & Hudson River Railroad,
And President of the
American Association of General Passenger Agents
Before the
International Commercial Congress,
At Philadelphia,
October 25th, 1899.

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Mr. Chairman and Gentlemen of the International Commercial Congress:

I congratulate the United States, and every commercial country on the globe, upon the interest which this Congress has inspired, and which has secured the attendance of the representatives of commercial bodies from practically every country of the world.

I also congratulate the City of Philadelphia, the greatest manufacturing city in the United States, upon the public spirited character of its citizens, who have organized and carried to a successful issue the National Export Exposition.

The holding of such expositions as this, and the Pan-American Exposition to be held in Buffalo in 1901, cannot but be of great value in aiding the extension of international commerce, and the whole world is interested in its extension.

An Age of Transportation.

One of our great writers has said of this closing period of the nineteenth century, that it is an age of transportation.

Transportation underlies material prosperity in every department of commerce. Without transportation commerce would be impossible.

Those states and nations are rich, powerful and enlightened whose transportation facilities are best and most extended. The dying nations are those with little or no transportation facilities.

Richest Country on the Globe.

Mr. Mulhall, the British statistician, in his work on "The Wealth of Nations," said of the United States in 1895: "If we take a survey of mankind, in ancient or modern times, as regards the physical, mechanical and intellectual force of nations, we find nothing to compare with the United States."

Mr. Mulhall proved by his statistics that the working power of a single person in the United States

was twice that of a German or Frenchman, more than three times that of an Austrian and five times that of an Italian. He said the United States was then the richest country in the world, its wealth exceeding that of Great Britain by thirty-five per cent, and added that in the history of the human race no nation ever before possessed forty-one millions of instructed citizens.

Should Mr. Mulhall revise his figures to-day, the differences would all be in favor of the United States, for in the past eighteen months we have demonstrated the superiority of our manufactures in every direction, and our ability to cope successfully with questions which have heretofore been handled exclusively by the older nations is now recognized by all the world.

Results of War Between Japan and China.

In an address before the New York Press Association, four years ago, I referred to the future of our export trade, as follows: "One of the inevitable results of the war between Japan and China will be the opening to the commerce of the world of fields heretofore unknown, perhaps the richest on the globe," and in urging the members of the New York Press Association to do everything in their power to assist in securing to the United States a portion of the great commerce to be developed between the western nations and these two old countries of the world, I asked these questions:

"Shall the grain in China and Japan be harvested by machines manufactured in the United States, or will the manufacturers of England and Germany supply them?

"Shall the fires in Yokohama and Tientsin be extinguished with engines built at Seneca Falls, or will France or England send their fire engines to Japan and China?

"Will the locomotives to haul the fast mail trains between Yokohama and the interior of Japan and through the rich valleys of China be built at Schenectady, Philadelphia or Dunkirk, or will our Oriental

friends and neighbors in the Pacific buy them of our English cousins ?"

I predicted that active efforts toward the extension of American commerce by commercial bodies, supported by a liberal and broad-minded policy on the part of our government in connection with the aggressive action of the transportation companies, would undoubtedly secure to the United States the blessings that come from a great and varied commerce, and I said that the New York Press Association, and similar associations all over the country, could stimulate a public spirit that would insure the important results outlined.

At that time we had no idea that a war between one of the old nations of the earth and our young Republic would be fought; at that time we had no idea that American manufacturers would be furnishing locomotives to the English railroads as well as to those of nearly every other country on the globe. No one thought four years ago that American bridge builders would go into the open market and successfully compete for the building of a great steel bridge in Egypt; nor that in so brief a time American engineers would be building railroads into the interior of China from her most important seaports.

At that time no one supposed that the Trans-Siberian Railway would be laid with steel rails made in Pennsylvania, upon cross-ties from the forests of Oregon, and that its trains would be hauled by American locomotives; nor that this great railway which is to stretch from St. Petersburg to Vladivostock and Port Arthur, a distance of more than 6,000 miles, would be completed two years in advance of the original expectation, as a result of the use of American construction tools and machinery.

But this is all true, and it is further true that the tools and machinery for the construction of the western portion of the Trans-Siberian Railway were supplied by American manufacturers, at about one-half the price that Russia had been paying previously, and with this American machinery the Russians

are able to do nearly double the work that they could perform with the machinery manufactured in other countries.

An Empire Express in the Orient.

In a letter from a friend in Tokio, Japan, written only a short time ago, there was this significant sentence: "You will be interested in knowing that I have hanging on the wall of my office a framed picture of your 'Empire State Express,' and we expect in the near future to be hauling a Japanese 'Empire Express,' with an American locomotive." They have now in Japan more than one hundred locomotives that were built in the United States. In Russia they have nearly one thousand American locomotives, and practically every railway in Great Britain has ordered locomotives from this country since the beginning of the war with Spain.

In this connection it will be interesting to note in passing that the second American locomotive was built at the West Point Foundry, near Cold Spring, on the Hudson River, and was called the "Best Friend," and from that day to this the locomotive has been one of the best friends of this Republic.

Our Superior Railway Equipment.

But it is not alone our locomotives that have attracted the attention of foreigners who have visited our shores, our railway equipment generally has commanded admiration and is now receiving the highest compliment, namely, imitation by many of our sister nations.

Prince Michel Hilkoff, Imperial Minister of Railways of Russia, has, since his visit to the United States a few years ago, constructed a train on much the same lines as the "Limited Trains" of the New York Central and the Pennsylvania.

Only a short time ago, at the request of one of the Imperial Commissions of Germany, I sent to Berlin photographs of the interior and exterior of our finest cars and other data in relation to the operation of American railways. Several other countries

have asked for similar information and there is a general waking up of foreign nations on the subject of transportation, brought about mainly by the wonderful achievements of American railways.

The demand for American locomotives from all parts of the world is attributable, in the first place, to the superior quality of our machinery, and in the second place, to the fact that the general passenger agents of the American railways have, through their advertising, made the marvelous results accomplished by our locomotives, household words in every country on the globe.

A Naval Object Lesson.

The admiration of foreign nations for us is not by any means confined to railways. One incident that startled the entire world, and directed the attention of thinking people everywhere to American achievements in machinery, was that of the United States Battleship "Oregon," built at the Union Iron Works in San Francisco, and which steamed a distance of more than half round the globe, without loosening a bolt or starting a rivet, and arrived at her post off the Island of Cuba prepared to perform any service required of her, and then having given a most satisfactory account of herself on that memorable third of July, 1898, off Santiago, she steamed back to the Pacific, and without any unnecessary delay crossed that great ocean to join Admiral Dewey's fleet at Manila. On her arrival there the Secretary of the Navy received one of those condensed messages, for which the Admiral—who has shed undying lustre upon the name of the American Navy—is so noted, which read as follows:

"MANILA, March 18, 1899.

"The Oregon and Iris arrived to-day. The Oregon is in fit condition for any duty. DEWEY."

These demonstrations of what American shipbuilders can accomplish, created a desire on the part of every naval power in the world for ships of the character of the Oregon, and the logical conclusion

of thinking people was that if we could build ships like the Oregon, anything else that we built must be of a superior quality, and the demand for American manufactures began to increase and is increasing with each day until thousands of our factories are now running night and day, and business in the United States was never in a more prosperous condition than it is in these October days of 1899.

Trade and the Flag.

It has been said by a great American writer that "Trade follows the flag." Recent events have placed our flag upon the Islands of the Pacific, directly in the natural track between the Pacific coast of the United States and Japan and China, and as we contemplate our growing commerce with these old nations, we are reminded of the prophetic statement made at the completion of the first continuous line of railroad between the Atlantic and Pacific Oceans, by the joining of the Union and Central Pacific Railroads, more than thirty years ago, by that prophet of his time, Thomas H. Benton, who, standing on the summit of the Rocky Mountains and pointing towards the Pacific Ocean said: "There is the East; there is India."

Previous to the construction of this artery of commerce, the route to India had been by the way of our Atlantic sea ports and Europe, but with the completion of our transcontinental system of railways, the route was changed, and a better way was found by way of the Pacific seaports and the Pacific Ocean.

Our Commerce in the Orient.

There are some who seem to think that we might get along without trade with China, and that it is a new fangled idea that Chinese trade can especially benefit the United States.

Commerce with China began one hundred and fifteen years ago, the first vessel sailing from New York on Washington's Birthday in the year 1774. This vessel returned to New York May 11th, 1775. The success of the venture was such as to warrant

its repetition, and from that day to this, trade between the United States and China has continued without material interruption until it is now greater in importance and value than that of any other nation trading with China, with the single exception of Great Britain. If we are to continue as one of the great nations of the world, we can hardly afford to ignore a country that comprises one-twelfth of the land area and nearly one-fourth of the population of the globe.

Change in Sentiment.

At times there have been periods of legislation in the United States adverse to the great transportation interests of the country, almost invariably the result of a misunderstanding of the real situation, and the hasty legislation of such times has usually been repealed upon the sober second thought of the people, for in the language of our great Lincoln: "You can fool all the people some of the time, some of the people all the time, but you can't fool all the people all the time."

A striking illustration of the change in sentiment which has taken place in the public mind in regard to railroads, is the recent election by the Legislature of New York to the United States Senate of the Honorable Chauncey M. Depew, a man whose whole life has been spent in the closest association with the transportation interests of the country. This event is especially significant, and marks a new era in the history of our country—an era of better understanding and closer and more amicable relations between the commercial, agricultural and industrial interests and the transportation interests of the United States.

Its Peculiar Significance.

The election of so prominent a representative of the transportation interests of America to one of the highest political positions in the gift of the people, came with peculiar significance in the same week and almost on the same day that two of the imperial governments of Europe gave to the world

their endorsement of the idea that modern transportation facilities form the surest foundation upon which to build and sustain a nation.

Germany Extends its Railroads and Praises Ours.

The Emperor of Germany in his speech to the Prussian Diet, in January last, did not lay the greatest stress upon the necessity for increasing the army, or for the construction of additional ships for the navy, but he did impress upon his hearers the great importance of extending the railroads and the navigable canals.

In order that the German nation might have knowledge of the most advanced theories and practice in the construction and operation of railways, an Imperial German Commission was sent to the United States a short time ago, for the purpose of examining American Railways and making such recommendations as their investigation should suggest.

In the report of this commission, which was recently published, one of the first sentences is as follows: "Lack of speed, lack of comfort, lack of cheap rates, are the charges brought against the German Empire's railways, as compared with those of the United States." They recommended the adoption of many of our methods, explaining in their report that they were far superior, not only to those in vogue in Germany, but also superior to those of any other country.

Influence of Railroads in Russia.

The Budget of the Russian Empire for 1899 discloses the almost incredible efforts in railway extension that the imperial government of the Czar is putting forth; in this year alone, one hundred and nine million roubles will be devoted entirely to the railways, and during the past twelve years four hundred and twenty-five million roubles have been thus expended.

The immense sums which the Russians are devoting to the extension of their railways entirely overshadow the demands of both the army and navy.

Railroad Men in the Cabinet of the Czar.

It is a fact not generally known that the two men who are nearest to the Czar of Russia, and who, perhaps, have a greater influence than any others in shaping the commercial policy of the present government of that great empire are, M. de Witte, the Imperial Minister of Finance, who, sixteen years ago was a station agent at a small town on one of the railways of Russian Poland; the other is Prince Michel Hilkoff, who, when little more than a boy, left St. Petersburg to seek his fortune, learned mechanical engineering in the City of Philadelphia, and who is to-day the Imperial Minister of Railways of the Russian Empire, and a member of the Cabinet of the Czar.

China Joins the Army of Progress.

More than twenty years ago one of the Imperial Ministers of China, in a report to the Emperor and Empress, urged upon them the construction of a system of railways from their principal ports to the interior of the empire. In his report he used this significant sentence:

"Japan, which is a mere speck upon the map, is building railways, and her people are being benefited thereby. Should not your Celestial Empire, which comprises one-twelfth of the land area, and one-quarter of the population of the globe, do as well as this handful of people among the islands of the sea?"

To-day this suggestion is being carried out, and railroads are being constructed in a dozen different directions in China.

Railroads Supersede Canals.

One hundred years ago the Governor of the great State of New York advised his friends not to invest their money or waste their time in aiding the building of railroads, expressing the opinion, that while it was possible that improved methods of construction and perfected machinery might, in the remote future, enable the people to move a car upon a railroad at the rate of five or six miles per hour he did

not believe that they could ever be made of material advantage, and that any attempt to transport passengers and freight by railroad, from one part of the country to another, must result in endless confusion and loss. The Governor died in the belief that the canal was the only means of conveyance for a great commerce.

Notwithstanding his prediction, the railroads have grown to such vast proportions, that to-day the world's entire stock of money, gold, silver and paper, would not purchase one-third of its railroads.

The building of the Erie Canal, extending from Buffalo to Albany, a distance of 363 miles, was commenced July 4th, 1817. It was completed in 1825 at a cost of $7,602,000.00. In 1896 the State of New York appropriated $9,000,000.00 for enlarging and improving this canal, and a few figures from the State Report on Canals may be of interest in this connection:

Reliable statistics of its traffic are not obtainable for the earlier years of its operation, but in accordance with the last Annual Report of the Superintendent of Public Works of the State of New York, we find that the tonnage of all the property carried on all the canals in both directions, in 1837 was 1,171,296 tons valued at $55,809,288.00.

The tonnage and the value increased until 1872, when it amounted to 6,673,370 tons, valued at $220,913,321,00.

From 1872, the tonnage and the value of the property carried decreased, until in 1897 there was only 3,617,804 tons carried, with a value of $96,063,338.00.

This, in face of the fact that the receipts of grain and flour at Buffalo had increased from 1,184,685 bushels in 1837 to 242,140,306 bushels in 1897.

Decline in Canal Traffic.

The greatest number of new boats registered as operating on the canals in a single year was in 1862, when there were 850 new boats. In the year 1897 there were only 16 new boats registered. You will

wonder what has caused the abandonment of several canals in the State of New York, and the steady decline in the commerce passing through the Erie Canal.

There are three general causes for these results. The first is the great reduction in the rates of freight by the railroads in the United States, and notably in the State of New York. The second cause is the marvelous development of the motive power and rolling stock of American railways. Less than a quarter of a century ago, upon the average American railroad, the capacity of a freight car was twenty thousand pounds; the capacity of a freight engine was from twenty to thirty of such cars to the train.

To-day, on the New York Central, whose six tracks run alongside the Erie Canal for the entire distance from Buffalo to Albany, the capacity of the grain cars is from sixty to sixty-six thousand pounds, and a locomotive of the latest type will haul from seventy-five to ninety such cars loaded to their full capacity. It is not an infrequent occurrence for a single engine to haul through the Mohawk Valley, beside the Erie Canal, eighty-five to ninety thousand bushels of grain in a single train. The same engine will haul from one hundred and ten to one hundred and twenty-five empty cars. When you consider that in the busy season there are from seventy-five to one hundred such trains a day passing over the New York Central alone, you will get some conception of the situation.

Export Trade Requires Fast Time.

The third cause for the failure of the canals is the general demand of the American public for quick time. A shipper having a hundred thousand barrels of flour, or a million bushels of grain for export, must move it from Buffalo to New York within a specified time, and he cannot risk the slow process of the canal.

Railroads Essential to Progress.

In a recent address before the Chamber of Commerce of Rochester, N. Y., I cited this illustration

of the difference between modern railway transportation and transportation by canal.

In 1822 Thurlow Weed, one of the great newspaper men of his day, wrote of what is now the City of Rochester, as follows:

"Rochester is a straggling village containing about half a hundred inhabitants, but it is a go-a-head place, and from its advantages is destined to become an important inland town."

At that time Rochester's only means of transportation was the Erie Canal, and the difference between the insignificant village of Rochester in 1822 and the magnificant City of Rochester of to-day, is the difference of its transportation facilities, and this difference is graphically shown by a comparison of the canal packet towed by a mule at the rate of 4 miles an hour and the Empire State Express, thundering through the Genesee Valley at a speed of 60 miles an hour.

Influence of Railway Advertising.

American Railway management is always alert and ready to take advantage of every opportunity for extending the commerce of the country, and railway men are among the very first to seize upon each coign of vantage. Within a week from the day that the Paris Peace Commission adjourned, more than one American railway had ordered the re-engraving of its maps to include the West Indies, the Hawaiian Islands and the Philippines. The description of the beauty of our American lakes and valleys, the magnificence of our rivers, the grandeur of our mountains, the fertility of our soil, the wealth of our mineral resources and the superiority of our manufactures, with which our railroad advertising is filled, has been of incalculable value to the export trade of the United States. It has induced thousands of foreigners to visit every section of our country who otherwise would never have come here. It has been the means of the investment in the United States of untold millions of foreign capital. It has been

one of the strongest aids to the expansion of American commerce in every direction.

Marvelous Increase in American Exports.

The general effect upon our export trade of the increased facilities afforded by American railways is shown in the marvelous increase in our exports, which are now the largest in our history. The increase for the eight months ending with August, 1899, being twelve million dollars.

A Century of Marvels.

Mr. Chairman, we are approaching the end of the nineteenth century, a century which Henry Drummond said : "Has added more to the sum of human learning than all the centuries that have passed."

A few examples of the achievements of American railroads in a little more than half a century, and many of them within the last twenty-five years, cannot be inappropriate.

Before the railroads were built, it took a week to go from New York to Buffalo, nearly three weeks from New York to Chicago; and at that time no man would have thought of making a trip from New York to the Pacific Coast, except a few of the hardiest pioneers, and when on such an occasion the goodbyes were said, it was expected on both sides that it would be forever. If to-morrow night you should place a letter on the Pacific and Oriental mail train which leaves New York at 9.15, you may be sure that your correspondent in San Francisco will be reading it next Monday night—four days from New York.

The framers of our Constitution would have considered a man entirely beside himself, who would have suggested such a possibility.

What the Railroads Have Accomplished.

In 1875 the States east of the Missouri River were sending food and clothing to the starving people of Kansas.

Thanks to the facilities afforded by the railroads

the corn crop of Kansas this year is three hundred and forty million bushels.

It seems but a very few years since I made my first trip to Colorado, and stopped on my way at the home of Buffalo Bill, at North Platte, Nebraska, on the Union Pacific. At Ogalalla, fifty-one miles west of North Platte, the Sioux Indians were roaming over the prairies and making more or less trouble for the early settlers who ventured so far out of the beaten paths of civilization. The Nebraska corn crop this year covers eight million acres, and the yield is two hundred and ninety million bushels.

Previous to the construction of the Northern Pacific, the Great Northern, Northwestern, St. Paul, Burlington, Rock Island, and other railways that traverse that wonderful region known as the "wheat belt," there was nothing to be seen but prairie grass and an occasional band of untamed savages.

Minnesota this year will ship ninety million bushels of wheat, South Dakota forty-five million bushels, North Dakota sixty-five million bushels and Montana four million bushels.

Development of the Pacific Coast.

In 1849 there came across the continent reports of the discovery of gold in California, but the only means of reaching its Golden Gate was by sea around Cape Horn, or the long and perilous journey, with ox teams, across the plains, including what was then styled in our geographies the American desert, and through the hazardous mountain passes of the western part of the continent.

The completion of the Pacific railroads changed all this and opened new fields for all kinds of enterprises, in an unexplored territory stretching over more than two thousand miles to the west, northwest and southwest of the Mississippi River, the products of which region were practically valueless until the means of transporting them were provided by the railroads.

The wheat crop of California this year is 37,000,000 bushels. The largest crop ever produced in

California was in 1880, when owing to exceptionally favorable weather conditions that State produced 63,000,000 bushels.

The gold output of California for the year 1899 is estimated at $16,000,000.

The vineyards and orange groves of California would be of practically little value were it not for the fact that the railroads, by their trains of refrigerator and ventilated fruit cars, make it possible to transport the products of her fertile valleys to all sections of the country.

It seems but yesterday that the railroads were completed into Portland, Oregon, Tacoma and Seattle, Washington, and it is marvelous that for the year ended June 30, 1899, there was exported from the Columbia River Valley 16,000,000 bushels of wheat, and from the Puget Sound region, 10,000,000 bushels.

Oregon and Washington form the northwest corner of the territory of the United States, south of the line of British Columbia, and are directly on the route to our extreme northwest possession, Alaska.

The wheat crop of the States of Oregon and Washington for the year 1899 is 48,600,000 bushels.

There were exported during the year ended June 30th, 1899, from the Columbia River direct to foreign ports, 1,100,000 barrels of flour, and from Puget Sound points 800,000 barrels.

Colorado, which, with its inexhaustible mines of gold, silver, lead, iron and coal, forms almost an empire in itself, will produce this year of 1899 of gold, $24,000,000; of silver, $14,200,000; of lead, $4,400,000, in addition to a magnificent crop of wheat, fruit and vegetables.

Thanks to her railroad facilities Montana is today the richest mineral region of its size in the world. The latest published statistics—those of 1897—give the mineral output of Montana as $54,000,000.

Without railroads, Kansas, Nebraska, Minnesota, North and South Dakota, Montana, Colorado, California, Oregon and Washington would still be the home of savages.

Service of American Railroads.

It is beyond question that American railroads today furnish the best service in the world, at the lowest rates of fare, at the same time paying their employees very much higher wages than are paid for similar service in any other country on the globe.

In the United States the first class passenger fares last year averaged 1.98 cents per mile, although on some large railways the average was several mills less than two cents per mile ; in England the first-class fare is four cents per mile ; third class fare for vastly inferior service is two cents per mile, but only on certain parlimentary trains.

In Prussia, the first class fare is 3 cents per mile ; in Austria, 3.05 cents per mile ; and in France, 3.36 cents per mile.

Our passenger cars excel those of foreign countries in all that goes to make up the comfort and convenience of a journey.

Our sleeping and parlor car system is vastly superior to theirs ; our baggage system is infinitely better than theirs and arranged upon a much more liberal basis. American railroads carry 150 pounds of baggage free, while the German roads carry only 55 pounds free.

The lighting of our trains is superb, while the lighting of trains on most foreign lines is wretched.

Some Striking Examples.

I may be pardoned for citing two examples of what I mean by the unsurpassed passenger train facilities of American railways.

A single locomotive recently hauled a passenger train of sixteen cars, nine of which were sleeping and parlor cars, from New York to Albany, a distance of 143 miles, in three hours and 15 minutes, which is 44 miles per hour, and is the regular schedule time of this train. The train weighed 1,832,000 pounds, and was 1,212 feet, or nearly a quarter of a mile long.

The Empire State Express has for years been making the run from New York to Buffalo, 440 miles in eight hours and 15 minutes, an average speed of 53 1-3 miles an hour, including four stops—two of them for changing engines—and 28 slow-downs, on account of running through incorporated towns and cities.

For one stretch of 22 miles, another of 17 miles, another of 16 miles, and another of 60 miles, the regular schedule time is exactly 60 miles an hour.

For one stretch of 12 miles it is 63.40 miles an hour. For another stretch of nearly ten miles, it is 64.86 miles an hour.

The weight of this train is 608,000 pounds, and it has a seating capacity for 248 passengers.

These are some of the achievements of American railways in passenger service that have not been approached in any other country on the globe, and in my opinion it is achievements of this character that have made it possible for the United States to expand its commerce with such astounding rapidity.

The fact that American passenger service attracts the attention of people of every other country who visit our shores is demonstrated by the desire of all foreigners to ride on the Empire State Express—the fastest long-distance train in the world—and the further desire to examine the magnificent machines that haul our great trains.

Extent of American Commerce.

The extent of our commerce, both domestic and foreign, may well astonish the representatives of other lands who visit us for the first time, but the extent of the territory of the United States made possible by the negotiations of Admiral Dewey in May, 1898, supplemented by those of the Peace Commission at Paris, will surprise our own people, as well as our cousins from across the water

We thought before the purchase of Alaska that our territory was large, but what vistas of commercial enterprise present themselves to us as we con-

template the fact that it is 3,144 miles from San Francisco to St. Michaels, Alaska, where an empire in extent awaits development by American capital and energy—and that it is 7,729 miles from San Francisco to Manila on the Island of Luzon, and that this is only one of hundreds of rich islands that await similiar development. Nor overlooking the Hawaiian Islands which lie in our new ocean pathway.

Saturday afternoon last a United States cruiser left New York for Manila, via the Suez Canal, and the Sunday papers stated it would take her three months to reach her destination.

Railroad men will be interested in knowing that the Manila and Dagupan Railroad on the island of Luzon, which is the principal one of our Philippine group, is laid upon mahogany ties, the road passing through forests of that valuable wood and over inexhaustable beds of coal and other rich minerals. Shall we wonder then that American railroads are seeking connections that will secure a portion of the commerce that must come from the development of this rich region, which has so recently been added to the territory of the United States?

Trade Follows the Flag.

If it is true that "trade follows the flag," then with co-operation and reciprocity between the great transportation interests of the United States and the commercial and industrial interests of our Republic, and with proper encouragement given to American shipping, our commerce should be as diversified as are the products of our soil, our mines and our mills; and our export trade should reach every mart on the earth, and should flourish on every sea and river where vessels ply; for, since the almost miraculous events in Manila Bay and off Santiago, we may paraphrase the sentiment of Joaquin Miller in regard to Colorado and say of our flag, "it floats forever in the sun."

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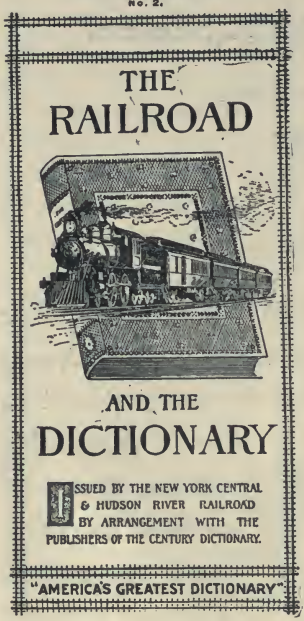
A copy will be sent free, post-paid, to any address on receipt of a one-cent stamp, by George H. Daniels, General Passenger Agent, Grand Central Station, New York.

"FOUR TRACK SERIES."
No. 2.

The Railroad and the Dictionary.



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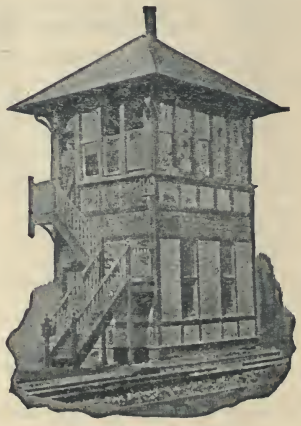
"Life's stream hurries all too fast;
In vain, sedate reflections we would make,
When half our knowledge we must snatch, not take."
—POPE.

A very useful little book, particularly to students and teachers. The railroad now occupies so important a place in the world of commerce and of letters, that a knowledge of railroad terms is essential to almost every one.

In this small work may be found the definitions of a great many technical expressions in common use; also an interesting article on railroad bridges. The book is illustrated with cuts of the various appliances used in the construction and operation of modern railroads, among which is a complete diagram of a passenger engine with all the parts named. The characteristics of different styles of American and foreign locomotives are also pointed out.

It will be observed that the cover lettering, color of ink and paper follow closely the design of the Century Dictionary cover. Its centerpiece is a fac-simile reproduction of the Century Dictionary in combination with a cut of the world-famous Empire State Express of the New York Central.

Among the illustrations are full page, half-tone engravings of the new fast passenger engines of the New York Central, and the interior of a parlor car.



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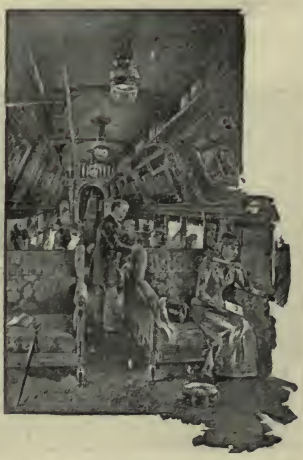

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