

RAILWAY MILEAGE.

To the casual observer there is nothing fascinating in the appearance of the ordinary Railway Guide. To him it is a mass of figures, with names of railroad officers and a little bit of unattractive advertising. That it contains some interesting and useful information for the ordinary reader, as well as for the actual traveler, was strikingly illustrated by a wager among a party of men the other evening.

"I'll bet you a new hat," said one, "that you can't name the four longest railroads in America."

"I can feel that hat on my head now. I may as well let you buy me a new tile as purchase it myself," replied his friend.

The wager was witnessed by a few friends, and then a great guessing tournament was inaugurated. If you think this is such an easy matter, just write down the names of the four longest railroads in America, before reading further or without referring to a guide. See how near right you come. As a rule nine out of ten persons will miss it. Even well posted railroad men occasionally go astray on this subject, the common error being to place the Santa Fe system second, while as a matter of fact, the Burlington Route passed the Santa Fe in the mileage race and secured second place several months ago. In point of mileage, the first four American railroads are: The Chicago and Northwestern, the Burlington Route, the Santa Fe, and the Canadian Pacific.

This information may be had by anyone willing to look into a current issue of the Traveler's Official Guide. That so few persons can correctly name the four longest American roads is apparent proof that they do not often see a railroad guide. Exclusive of side and double tracks, the mileage of the four longest roads is as follows: Chicago & Northwestern, 8,346 miles; Burlington Route, 7,859; Santa Fe, 7,718; Canadian Pacific, 7,684. Most persons guess the Pennsylvania and the Southern Pacific as among the first four. The Southern Pacific ranks fifth with 7,201 miles; then comes the Pennsylvania with 7,098 miles.

The other railroads longer than 2,000 miles follow in the order named:

Chicago, Milwaukee & St. Paul	6,420
Southern Railway	6,416
Missouri Pacific	5,326
Great Northern	5,203
Northern Pacific	4,746
Grand Trunk	4,183
Illinois Central	3,996
Chicago, Rock Island & Pacific	3,771
Louisville & Nashville	3,235
Union Pacific	3,060
New York Central & Hudson River	2,924
Big Four	2,845
Missouri, Kansas & Texas	2,222
Baltimore & Ohio	2,204
Plant System	2,140

Erie	2,104
Mexican Central	2,054
New York, New Haven & Hartford	2,047

It is surprising to some people to find so many well known roads of the East with comparatively small mileage. The Boston & Albany is only 394 miles long. In other words, the road that unites The Hub with the capital of the Empire State and is one of the busiest and richest roads on the continent, is scarcely more than one-twentieth as long as the Burlington Route. The Fitchburg road, favorably known not only in New England but all over the country, is exactly 458 miles long, and its mileage would have to be multiplied by seventeen to get within hailing distance of the mileage of the Burlington. The Lackawana Line, which has become widely known as a great trunk line since western enterprise came to direct its management, is less than 1,000 miles long, and might be absorbed as a branch line by any one of a half dozen western railroads.

Some railroads with but little mileage have been endowed with uncommonly long names. The Beaver Meadow, Tresckow & New Boston railroad has all of three miles of track built and in actual operation. Some day the superintendent of the department of motive power and machinery of the Beaver Meadow, Tresckow and New Boston railroad may take a trip over his own line, stretching from Beaver Meadow, Pa., all the way to New Boston, Pa., a total distance of twenty-one miles.

The Manitou & Pike's Peak railroad, the famous cog-wheel road ascending Colorado's lofty peak, is nine miles long, but if you tried to walk the ties of this railroad, you would think it had a mileage of 999 miles. The Cairo Railroad is four miles long, and there is a small road in the Catskill Mountains which has a mileage of two miles.

The most popular length of the nearly 900 American railroads appears to be less than ten miles. There are over 600 railroads less than this distance in length. There are many other interest-

ing features which a cursory examination of the mileage of American railroads will disclose. But if you want to collect a few bets from your friends, just ask them to name the four longest railroads in America. You'll will.

COST OF ONE COMMISSION.

Complying with a resolution of inquiry, the president sent to the senate an itemized statement of the expenses of the Philippine commission. The statement includes the following items:

Compensation of \$10,000 each to Commissioners Schurman, Worcester and Denby, \$30,000; per diem allowance to commissioners after their return to the United States, \$5,285; secretary to commission compensation, \$8,500, per diem, \$3,600; (\$12,220); transportation, \$13,687; household expenses in Manila, \$9,252; clerical services \$31,701; miscellaneous, \$14,998; total, \$117,185.

The president also transmits, with his endorsement, a recommendation from Secretary Hay that provision be made for payment to the naval and military members of the commission (Admiral Dewey and General Otis) at the same rate as that paid to the other members. He says they have received nothing for their services in excess of their regular salaries.

NOT SO EASY A MATTER.

A Scottish prison chaplain, recently appointed, entered one of the cells on his first round of inspection, and, with much pomposity, thus addressed the prisoner who occupied it: "Well, my man, do you know who I am?" "No, no I dinna care!" was the nonchalant reply. "Well, I'm your new chaplain." "Oh, ye are? Then I hae heard o' ye before!" "And what did you hear?" returned the chaplain, his curiosity getting the better of his dignity. "Well, I heard that the last twa kirks ye were in ye preached them baith empty; but ye willna find it such an easy matter to do the same wi this one."

H. W. JOHNS'

ASBESTOS ROOFINGS

PURE ASBESTOS NO COAL TAR
WATER & ACID PROOF REQUIRE NO COATING
ONE QUALITY · MANY STYLES · LOW PRICES

APPLICATION SIMPLE & INEXPENSIVE
ASBESTOS ROOFINGS FULLY GUARANTEED

H. W. JOHNS M'FG CO.

· NEW YORK · CHICAGO · PHILADELPHIA · BOSTON ·

MAKERS OF

ASBESTOS MATERIALS. LIQUID PAINTS & STAINS
PIPE & BOILER COVERINGS ELECTRICAL MATERIALS