## UNITED STATES RAIL PRODUCTION IN 1914.

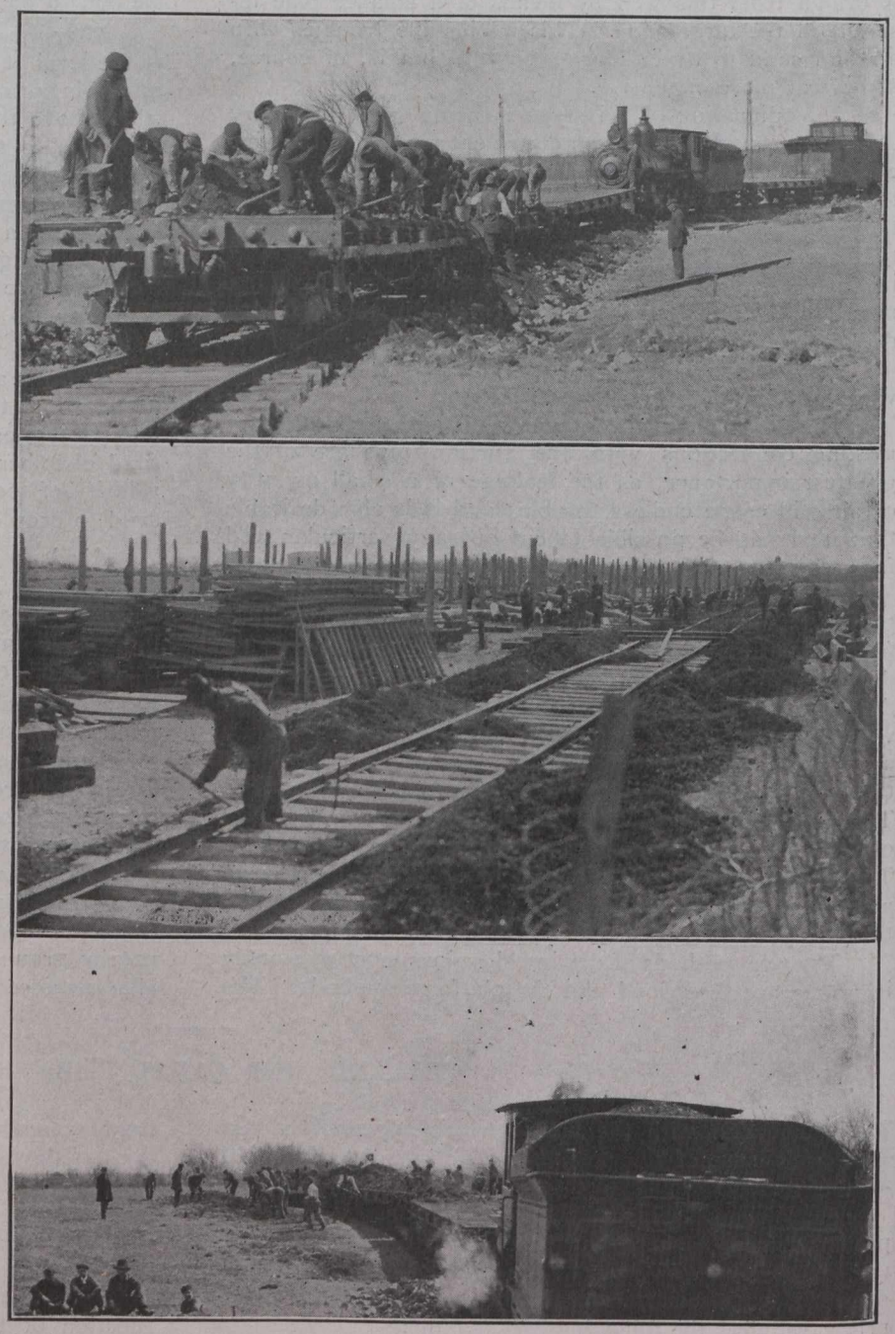
THE total rail production of the United States' mills was 44.5% less last year than in 1913, and 51% less than that of 1906, the record year. The high production in 1906—over twice that of last year—was due in large measure to the demand for heavier sections to replace a large proportion of the rails then in service, rails that were found incapable of standing up under the heavier cars and locomotives that had rapidly come into vogue.

Records are not frequently broken in rail production, and it may be several years before the 1906 record is passed. Such a thing is not new in production statistics. There was a maximum reached in 1887, due to the building of new road, and that record was not broken until 1899, 12 years later. Moreover, there were heavy imports in 1887, so that the apparent consumption of that year was not exceeded until 1901, 14 years later.

It may be interesting to estimate where the rails went. The total United States production in 1914 was 1,945,095 tons. The exports were 174,680 tons, or 62% less than in 1913, so that the export trade fell off more than the domestic. There was 238,423 tons of rails under 50 pounds per yard, and while some of this tonnage was exported the major part stayed at home and did not go to steam roads, but to various industrial operations. Then there was 136,889 tons of girder and high T rails for electric and street railways, a decrease of 29.9 per cent. from 1913, or much less decrease than there was in the total. Then there was a tonnage of standard T rails that went to industrial operations and to electric lines. Making allowance for these various items, it appears that in 1914 there was about 1,300,000 tons, or a trifle more, that went to the regular steam roads.

It is of interest also to note that the Bessemer rail has almost disappeared. Of rails reported by processes (excluding the tonnage of re-rolled rails) Bessemer comprised only 17.5%, whereas it was not until 1911, three years earlier, that the open-hearth rail passed the Bessemer. Even this 17.5% of Bessemer rails in 1914 was probably nearly all "exceptional" in one way or another. Thus of rails 85-pound and over the Bessemer proportion was only 10.9%, and it is quite likely that a considerable part even of that tonnage was exported. The regular steam and electric roads have practically abandoned the Bessemer rail.

One feature worthy of consideration is that the steel interests have built the open-hearth plant necessary, at great expense, and the Bessemer plant is rendered correspondingly useless. These things cost money. Somebody has to pay. The travelling public has not paid and the railroads have not paid, seeing that the industry in 1906 made practically 4,000,000 tons of rails, with scarcely any open-hearth, and the average annual production since then has been less than 3,000,000 tons. The Steel and Metal Digest speaks up for the steel mills, and asserts that these mills have quietly stood the expense with no public word of complaint.



**Ballasting Operations on C.P.R. Spur to Cavalry Camp, Near Dorval, Que.**

## C.P.R. SPUR LINE CONSTRUCTION.

THE accompanying photographs refer to a recent construction by the Canadian Pacific Railway of a temporary spur line about 2,000 feet in length to the new cavalry remount camp which the military authorities of the Dominion government are building a few miles east of Dorval, near Montreal.

Mr. R. McKillop was the engineer in charge for the Canadian Pacific Railway, and had the whole thing completed in six days' time.