

in England. Another strong character was drawn into the conflict by the interests of his banking house in England—no less a personage than J. P. Morg-n, now the ablest of all our financiers. Morg-n's "leaping mind" recognized a kindred spirit in Gordon Graham, not only that but the banker also fully appreciated the immense significance of the rising railroad man's powers. It would be needless and unnecessary to go into details regarding the sternest battle ever fought between rival corporations. Suffice it to say that the Go-lds and Vanderb-lts were forced to relinquish their dreams of monopolizing the transport system of the United States. Morgan gave abundant evidence of his future greatness as a financier, while Gordon Graham emerged from the conflict as the full-fledged President of the great International Limited—the official position he occupies to-day.

But, as we have hinted, our object is not so much to follow Graham through his titanic struggles—the struggles which have built the International—as to reveal the man himself, his wonderful grasp of detail—the brain which boldly conceived and completed the far-famed iron highway, the safest and most luxurious mode of transportation on our planet.

On the afternoon of Oct. 1st, 1908, Graham announced to the newspapers of the world another shrewd move on the part of the management of the International Limited—a move which clinched the hold the road had already on the travelling public. Every man who travelled in the United States travelled via International if at all possible, because the road had already won the people's approval by the extreme carefulness and courtesy of its officials. The death-rate on Graham's road, due to accidents and the like, was insignificant compared to less shrewdly managed lines. The newspapers were always holding up Graham's system