

WAR FORCES EUROPE TO OPERATE RAILROAD.

(New York Journal of Commerce.) The mobility of the war materials of Europe in the present struggle, both as to men and munitions and supplies, is explained in some degree by a statement made by National City Bank of New York, which says that about two-thirds of the railways of the countries at war are owned and in some cases operated by the governments controlling the territory in which they exist.

In the case of Austria-Hungary nearly all of the 29,000 miles are government owned and operated. In the case of Austria-Hungary nearly all of the 29,000 miles are government owned or controlled. Of the 4,000 miles in Turkish territory only a small proportion are owned by the government, but most of the mileage in some way is controlled by it. In the area which has come under German control since the beginning of the war, Belgium, parts of France and Russia, and central Balkan territory, the railways aggregate about 9,000 miles and are now entirely under military control. In France only about 6,000 of the 32,000 miles are government owned and operated, though the government has close relations with a large part of the remainder by reason of the special terms under which they were constructed. In Italy about 9,000 of the 11,000 miles are government controlled; in Russia about two-thirds of the 50,000 miles are government owned, and in most cases operated. In the United Kingdom none of the 25,000 miles are government

owned or operated. Europe as a whole, said the lecturer, has about 220,000 miles of railway, of which approximately 120,000 is government owned or controlled, and about 100,000 privately owned. It happens, however, that the territory in which the military operations are in progress has the greatest density of railways in the world. Belgium had before the war about 48 miles of railway for each 100 square miles of territory; the part of France now occupied by Germany about 30 miles per 100 square miles; Germany as a whole 19; Austria-Hungary about 11; France as a whole about 15; Italy 10; Great Britain 19; European Russia about 2 miles; and Europe as a whole slightly less than 6 miles of railway for each 100 square miles of territory. In the Americas, the United States has about 9 miles of line per 100 square miles of territory; Mexico, Argentina and Uruguay about 2 miles each; and Canada about one mile for each 100 square miles. Of the 30,000 miles of railway in Canada, about

2,000 is government owned; of the 18,000 miles in Mexico about 12,000 is owned or controlled by the government; of the 16,000 in Brazil about 7,000 are governmental; and of the 21,000 in Argentina about 3,500 are government owned. In India 30,000 of the 35,000 miles belong to the government; of the 7,000 miles in Japan and Korea about 5,000 miles are under the government; and of the 22,000 miles in Australia and New Zealand, all but 2,000 miles are governmental. Of the 700,000 miles of railway in the world about one-third is owned by governments; in Europe about 53 per cent. are government owned or controlled; Asia, 65 per cent.; Africa, 60 per cent.; Oceania, 90 per cent.; South America, 30 per cent., and North America, 5 per cent. In the United States there are no government-owned railways, except the line now under construction in Alaska. Our own railways, the lecturer said, are 270,000 miles in length and form nearly 40 per cent. of those of the entire world, the next in rank in

mileage being Russia 50,000 miles, Germany 40,000, India 35,000, France 32,000, Canada 30,000, Austria-Hungary 29,000, Great Britain 24,000, Argentina 21,000, Australia 20,000, Mexico 16,000, Brazil 16,000, Italy 11,000, British South Africa 11,000, Spain 10,000, Sweden 9,000, Japan (including Korea), 7,000, China 6,000, Belgium 6,000, Chili 4,000. Of the world's railways outside the United States slightly more than one-half are government-owned or controlled; of the telegraphs outside the United States approximately two-thirds are government owned and operated.

**WILL EXTEND TIME.**  
Fishermen to be Given Chance Because of Destructive Winds.  
Because of the prevalence of north-east winds during the fall the State Fisheries Commission has granted an extension of a month to fishermen along the coast on the outside and the seines can be kept in service until December 15th. The law says that fishing shall not be continued after November 15th, but a provision gives the Fisheries Commission the authority to extend this time if it thinks such discreet.

**AFTER CONTRACT.**  
Wilmington Iron Works Will Submit Bid on Government Dredge.  
Bids for the construction of the motor dredge tender "Manteo" which experts estimate will cost in the neighborhood of \$10,000, will be opened in the office of Major A. E. Waldron, United States engineer for the Wilmington district, at noon on December 1. The specifications provide that the "Manteo" shall be of the single screw trunk and pilot house type of dredge tender, the hull being of the following dimensions. Length over all, 50 feet; length on water line, 45 feet 5 inches; beam under guards, 13 feet 11-4 inches; depth 6 feet.  
The Wilmington Iron Works Company, a local firm, will make an effort to land the contract, according to Capt. Edward P. Bailey, president of the company.

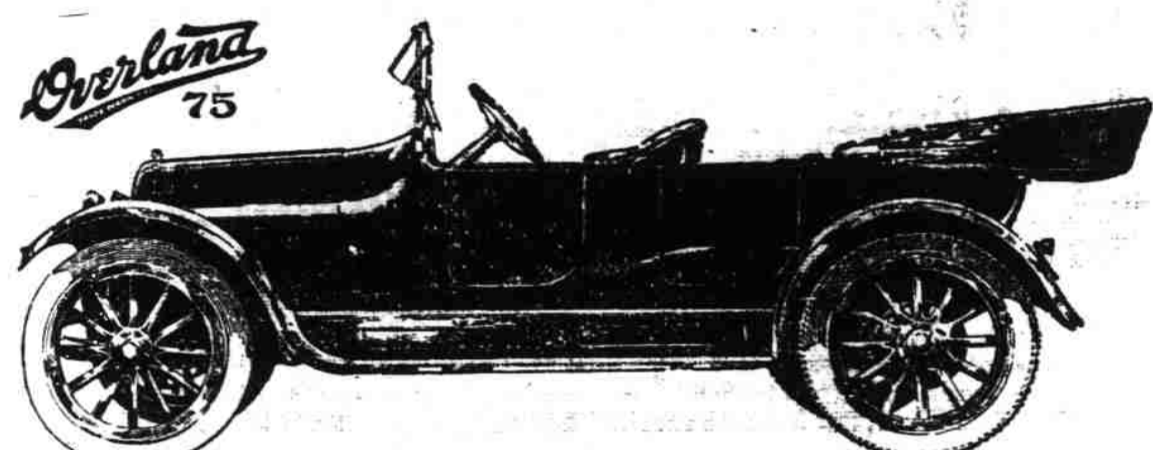
**High School Conference at Illinois.**  
Urbana, Ill., Nov. 23.—The University of Illinois is entertaining for three days the annual meeting of the Illinois High School Conference. At the opening of the proceedings today the attendance included more than 1,000 principals and teachers, representing high schools in all parts of the state.

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To be awarded the Candidate having the largest number of votes



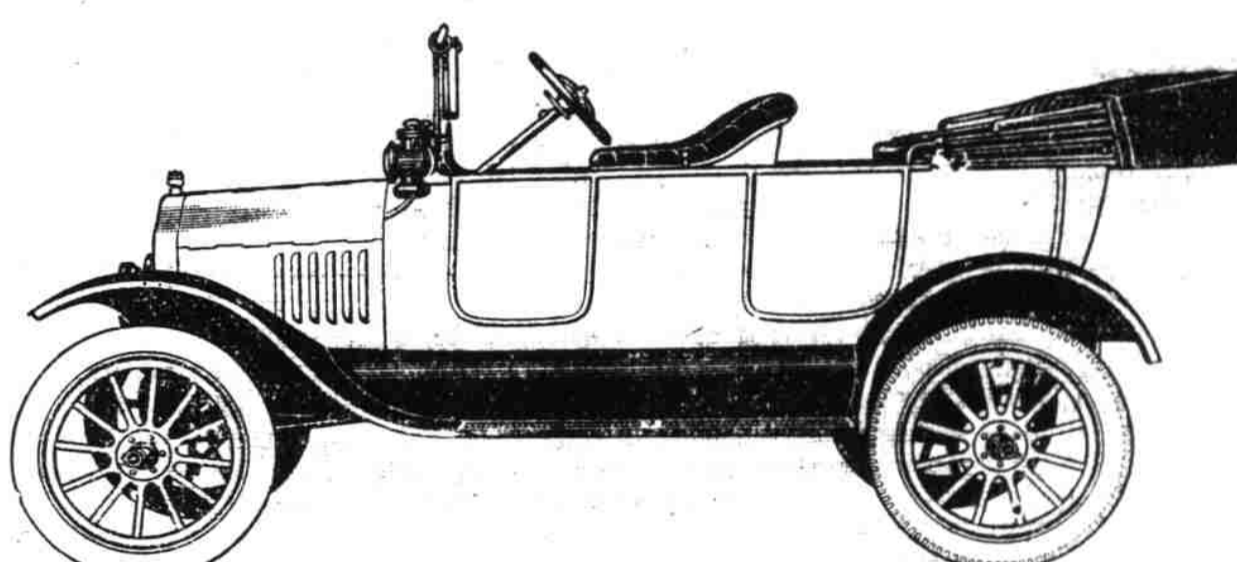
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Five Passenger Touring Car, fully equipped with Electric lights and Starter; high grade Magnetic Speedometer; 31 1-2 horsepower long stroke motor, etc.

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To be awarded the candidate having the second largest number of votes.



**FORD TOURING CAR, 1917 Model.**

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To The Wilmington Dispatch, Wilmington, N. C., I hereby nominate as a candidate in your Grand Prize Voting Contest:

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