

THE SOUTHWEST NEEDS SOME MORE RAILROADS

SIX STATES SHOULD HAVE 41,280 MILES OF NEW ROAD.—B. F. YOAKUM SAYS ANNUAL EXPENDITURE OF \$82,560,000 FOR NEXT TWENTY YEARS NECESSARY TO KEEP THESE STATES UP WITH DEVELOPMENT.

Nevertheless the Southwestern group's territory is nowhere nearly so well covered by railroads as is the case in the Middle West. Side by side the average number of square miles of territory is more than twice as large in the Southwest as in the longer settled region of the Middle West. The average number of square miles of territory to 1 mile of railroad in the five Southwestern States

is 11.7 while in corresponding Middle Western States the average is less than six.

Illinois has about 100 people to the square mile, while Texas has less than 15; Arkansas has 39 and Iowa 40; Missouri 47 and Michigan 48; Kansas 24 and Wisconsin 42; Oklahoma 24 and Indiana 75.

Here are the comparative statistics:

	Mileage	Miles of line per 100 sq. mi. of territory	Miles of line per 10,000 inhab.
Arkansas	5,300	10	34.6
Missouri	8,100	11.8	22.5
Kansas	9,000	11	53
Oklahoma	6,000	8	62
Texas	14,000	5.2	38
Illinois	12,000	21	21
Iowa	10,000	17.6	38
Michigan	9,400	15.8	32
Wisconsin	7,400	13.7	31
Indiana	7,500	20.5	25
	Aver. pop. to 1 sq. mi. 1910	Area of State (sq. mi.)	Av. sq. mi. terr. to 1 mi. R. R.
Arkansas	1,574,449	297	53,850
Missouri	3,293,335	407	69,415
Kansas	1,690,949	188	82,050
Oklahoma	1,657,155	276	70,057
Texas	3,896,542	278	265,780
Illinois	5,638,591	470	56,650
Iowa	2,224,771	222	56,025
Michigan	2,810,173	300	58,915
Wisconsin	2,333,860	315	56,040
Indiana	2,700,876	360	36,350

A railroad president remarked recently that railroad mileage in the Southwest had increased 50 per cent faster than the population. A study of mileage of railroads in five Southwestern States, together with five typical Middle Western States confirms this view.

Oklahoma with 6,000 miles of line, has about 63 miles for each 10,000 inhabitants, while the most sparsely settled of Middle Western States have about 38 miles of line per 10,000 population. The average for the five Southwestern States—Arkansas, Missouri, Kansas, Oklahoma and Texas—

is 25 miles of line per 10,000 population, while the five Middle Western States—Illinois, Iowa, Michigan, Wisconsin and Indiana—show an average of less than 30 miles of line per group of 10,000 inhabitants.

B. F. Yoakum, chairman of the board of St. Louis & San Francisco says regarding Southwestern railroad development:

"To make it possible for Missouri, Arkansas, Oklahoma, New Mexico, Louisiana and Texas to continue to increase in population as they have done in the past twenty years (they gained 64 per cent) the railroad mileage will have to grow at least as fast as it did during that time (98 per cent) and these six States, which now have about 43,000 miles of railroad, should in twenty years have 70,520 miles, or 27,520 new miles, and should have at least half as much additional mileage in second and third tracks, sidings yards and terminals. This would mean a total of 41,280 miles of new railroad.

"Using \$45,000 per mile as the cost of the 27,520 miles of new single track with its sidings, yards, terminals and equipment, and \$30,000 per mile as the cost of the 13,760 miles additional track, this would call for expenditures of \$1,561,200,000. Spread over twenty years this would mean an average annual expenditure of \$82,560,000 to properly take care of the increased population and business of these six Southwestern States.

Not one of these six Southwestern States has as yet gotten out of the swaddling clothes of development."

In discussing the development of the several States he said nothing had been done to utilize Missouri's iron ore; large areas of lead and zinc deposits await the miner, its coal fields are only partly developed and its agricultural resources are mostly undeveloped. In the extreme South-eastern corner of Missouri, the overflow section, there are 1,900,000 acres which, receiving the benefits of recent drainage, have appreciated, tremendously in value. There are 25,000,000 acres of land on both sides of the Mississippi River below Cape Girardeau, Mo., which await proper drainage facilities. Of these 17,000,000 acres are located in Missouri, Arkansas and Louisiana. Divided into 40-acre farms these would provide for 3,000,000 people. An average production valued at \$40 an acre after drainage would bring in a yearly crop of \$1,000,000.

Arkansas' mineral resources, similar to those of Missouri, are practically all undeveloped. Its overflow lands undrained as yet number 5,760,000 acres. Louisiana's overflow land of 9,600,000 acres is fast being drained. The State already grows one-half the rice produced in the United States and has 300,000 sugar cane acreage.

Of Oklahoma's 44,324,100 acres of land, only 10,000,000 are in cultivation. Not only is there opportunity for agricultural development but the State has a considerable area of coal lands. Its oil lands are large. In 1909 Oklahoma produced 26 per cent of the total oil production in the States. But Oklahoma is just beginning to turn towards irrigation. In Texas acreage under irrigation projects has increased to 1,252,000,000 acres, of which only 451,000 are yet being tilled. Frisco now has expert engineers in the Gulf Coast country investigating the underground water supply in the vicinity of Kingsville, Tex., to be used for irrigating by electric power pumping.

Response of the Southwest in populating and development to the building of a railroad is summarized in the Gulf Coast country of Texas by Mr. Yoakum as follows:

"When the Frisco system started its line five years ago from New Orleans to Brownsville the land was owned by cattlemen. These cattle barons owned domains of them equal in size to an entire New England State. Today these great ranches are being cut up into small farms; verdant fields are beginning to occupy the acres where cattle roamed but a short while ago; factories are arising along the railroad.

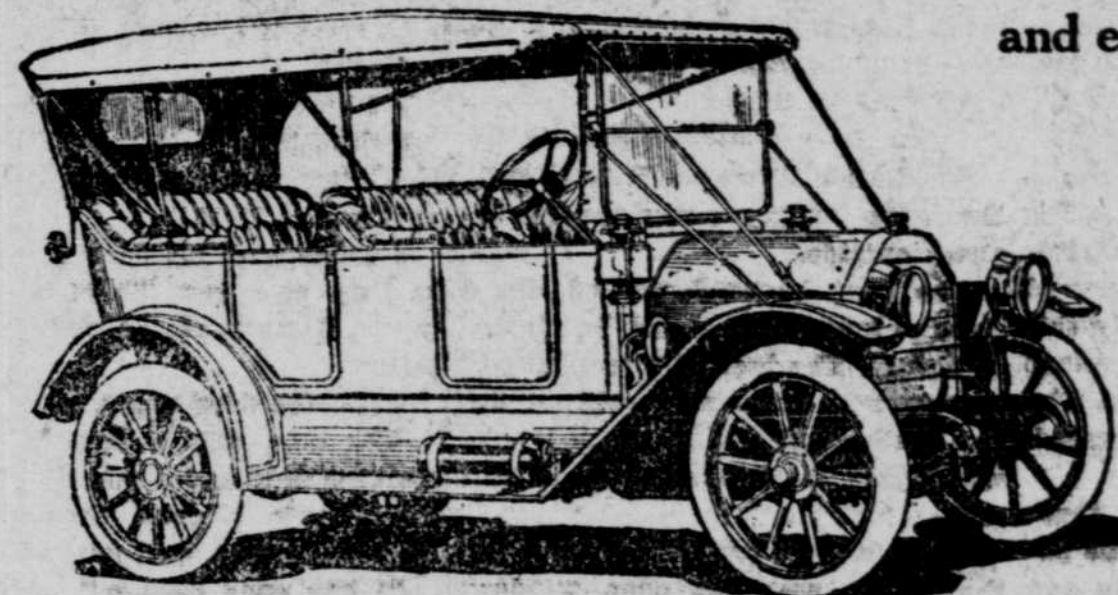
"Immense irrigation projects have been and are now being developed; 1,150 miles of main irrigation canals with over a thousand miles of laterals, representing an investment of \$20,000,000, have been constructed; cotton gins, sugar mills, canning factories and industries of all descriptions are going up, and settlers are pouring in from all over the United States, and many from other countries.

"In the last five years the assessed taxable value of the property traversed by the Frisco's Gulf line has increased more than \$62,000,000 and the population has increased over 48 per cent."—Wall Street Journal.

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