

in the country which constructs a new locomotive with as low a net cost of labor as any of the large building concerns do. It is true that even if expenses are evenly pro-rated, they may show a saving which is part of the profit obtained by the locomotive builder. This profit is, however, expended by the builder in keeping his plant up to date or spending dividends on the moneys invested in his plants so that when all is said and done the saving on the part of the railway company is comparatively small if looked at from a broad point of view.

I do not see why standards cannot be just as well obtained when locomotives are purchased as when they are constructed by a road itself. The question of design is not affected by purchasing or building, but when locomotives are arranged for without regard to maintaining a standard class of power, it is therefore no wonder that some roads get so many diversities of equipment. The standardization obtained in England is not so much on account of a road building its own locomotives, but on account of the large amount of responsibility placed on the locomotive department in the designing of its power and the permanence of the locomotive policy on the roads, not disturbed with each new general manager, but allowed to take its course and progress in a systematic way. There are some American roads which have followed similar methods and they have obtained standardization.—Railway Master Mechanic.

Operation of the N.T.R. Superior Junction-Winnipeg Section.

The question of the taking over of the Superior Jct.-Winnipeg section of the National Transcontinental Ry. has been under discussion for some time. At present the line is being operated by the Grand Trunk Pacific Ry. under a special agreement with the Dominion Government, which the company wants renewed. An order-in-council was signed July 27 in which it is recited that the portion of the railway comprising the section for which J. D. McArthur had the contract, and 11 miles of the O'Brien McDougall contract, and extending from Transcona to Superior Jct., "being now completed to the satisfaction of the Commissioners, the Minister recommends that in the event of the G. T. Pacific Ry. not exercising within 30 days from Aug. 12, 1912, its right to take a lease of said portion of the railway under the provision of clause 3 of the statutory agreement of Feb. 18, 1904, the Commissioners be authorized to make such arrangements as they may think best for the further operation of the said portion."

An official statement was made Aug. 7, by E. J. Chamberlin, president G. T. P. Ry., in which he said: "The G.T.P. Ry. has been operating that piece of line since Aug. 1, 1911, handling all of last season's grain business and other traffic offered over that line without any detriment to the public. The Government is now asking that the G.T.P. Ry. execute a permanent lease of that portion of the line between Winnipeg and Lake Superior Jct., known as district F and negotiations are pending between the government and the company on that point, but do not, so far as a matter of accommodation, in any way affect the public. The contract between the government and the G.T.P. Ry. relative to the National Transcontinental Ry., that section between Moncton and Winnipeg, which was to be constructed by the government and is known as the eastern division, provides that:—

"Pending the completion of the eastern division by the Government the company shall be entitled to lease from the Commissioners to be appointed under the said act, and to operate such portions of

the eastern division as may from time to time be completed, upon such terms, etc., but does not bind the railway company to take over any sections unless they desire to do so, until the entire line is completed.

"Negotiations are in progress between the Government and the company relative to a further lease of the section above referred to when it is fully completed and pending the completion of the whole line. Notwithstanding reports in the papers throughout the country, that portion of the Transcontinental line is not yet completed. There is considerable work to be performed on the entrance into Winnipeg, connecting up the Transcontinental with the G.T.P. Ry. and the Canadian Northern at the union station. There is also considerable other work on the line necessary to be done before the terms of the contract are complied with.

"With regard to the Springfield, or Transcona shops, Chairman Leonard, of the Transcontinental Railway Commission, has decided that the shops are not part of the contract between the Government and the railway, while the company contends that they are part of the Transcontinental contract. If Mr. Leonard's contention is eventually sustained, the taking over of the line between Winnipeg and Lake Superior Jct. would not include the taking over of the shops by the G.T.P. Ry. On the other hand, if the G.T.P. Ry.'s contention that the shops are a part of the Transcontinental Railway is sustained, the taking over of the line would also mean the taking over of the shops and placing them promptly in operation."

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net profits, increases or decreases, compared with those for 1910-11, from July 1, 1911:—

Earnings.	Expenses.	Net Earnings.	Net Increase
July \$1,475,900	\$1,114,800	\$361,600	\$13,400
Aug. 1,420,600	1,105,900	314,700	51,700
Sept. 1,576,400	1,157,000	419,400	38,200
Oct. 2,028,900	1,348,500	680,400	99,900
Nov. 2,001,500	1,336,800	665,200	106,300
Dec. 1,831,400	1,327,600	503,800	144,600
Jan. 1,223,100	1,004,400	223,700	122,000
Feb. 1,203,400	965,800	237,600	101,800
Mar. 1,572,700	1,145,900	426,800	72,000
Apr. 1,608,100	1,205,000	403,100	42,000
May 1,822,100	1,364,000	458,100	54,900
June 1,769,500	1,347,800	421,700	108,500

\$19,538,600	\$14,422,500	\$5,116,100	\$950,800
Inc. \$4,399,100	\$ 3,388,800	\$ 960,800	

Average mileage in operation during 1911-1912, 3,888 miles, against 3,385 miles during 1910-11.

Approximate gross earnings for July, \$1,829,700, against \$1,475,900 for June, 1911.

Canadian Pacific Railway Earnings, Etc

Gross earnings, working expenses, net profits, increases or decreases, compared with those for 1910-11, from July 1, 1911:—

Earnings.	Expenses.	Net Profits.	Increases
July \$ 9,661,818.14	\$5,958,789.81	\$3,703,028.33	\$218,408.74
Aug. 10,421,904.42	6,346,333.41	4,075,571.01	383,898.68
Sept. 10,049,084.97	6,131,638.17	3,917,446.80	5,847.16
Oct. 11,207,991.99	6,526,887.24	4,681,104.75	175,944.23
Nov. 10,570,694.80	6,583,328.31	3,987,366.46	250,244.23
Dec. 10,654,871.67	6,549,141.41	4,105,730.26	819,106.37
Jan. 7,328,781.81	6,245,924.11	1,082,857.70	426,739.83
Feb. 8,931,907.20	6,548,040.53	2,383,866.67	1,239,159.16
Mar. 10,519,328.76	6,890,317.65	2,718,401.11	561,834.57
Apr. 11,301,349.46	7,185,597.67	4,115,751.79	958,777.18
May 11,360,420.81	7,679,905.58	3,680,515.23	736,430.47
June 11,311,897.20	7,464,794.51	3,846,602.69	821,981.64

\$123,319,541.23	\$80,021,298.40	\$43,298,242.83	\$6,598,412.26
Inc. \$19,151,733.02	\$12,553,320.76	\$6,598,412.26	

Approximate gross earnings for July, \$11,641,000 against \$9,291,000 for June, 1911.

The mileage in operation was increased, during July, to 11,152.

The net results of the company's operations for the year ended June 30, are as follows:—

Gross earnings	\$123,319,541
Working expenses	81,021,298

Net earnings	\$ 43,298,243
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Net earnings of steamships in excess of amount included in monthly reports	1,104,449
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\$44,402,692

Deduct fixed charges	10,524,937
Surplus	\$ 33,877,754
Deduct amount transferred to steamship replacement account	\$1,000,000
Deduct contribution to pension fund	125,000
Net revenue available for dividend	\$ 32,752,754
Surplus carried forward after payment of all dividends declared for the year	\$ 17,560,519
Special income from interest on land sales and from other extraneous assets	\$ 5,158,585

Grand Trunk Railway Earnings, Etc.

Subject to audit, the accounts for the half year ended June 30, show the following results:—

Gross receipts	\$18,673,041
Working expenses	13,603,371
Net receipts	\$ 5,069,670

Deduct debit balance on account of rentals, outside operations and car mileage	163,145
Total net revenue	\$ 4,906,525
Net revenue charges	2,502,693

Balance	\$ 2,403,832
Deduct Canada Atlantic Ry. deficiency	\$257,136
and Detroit, Grand Haven and Milwaukee Ry. deficiency	246,909
	504,045

Surplus \$1,899,787
This surplus of \$1,899,787 added to the balance of \$33,116 from Dec. 1911, makes a total of \$1,932,903 available for dividend, which will admit of the payment of full dividend for the half year on the 4% guaranteed stock and first and second preferred stocks, leaving a balance of about \$41,395 to be carried forward.

The accounts of the Grand Trunk Western Ry. for the year ended June 30, after providing for all fixed charges, including the debit balance of \$153,215, brought forward from the previous year, show a deficit of \$78,621, which will be carried forward to the current year.

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from July 1 to July 31:—	1912.	1911.	Increase
G.T.R.	\$3,689,098	\$3,339,247	\$349,851
C.A.R.	197,186	177,818	19,368
G.T.W.R.	573,014	551,903	21,111
D.G.H. & M.R.	185,752	171,322	14,430
Totals	\$4,645,050	\$4,240,290	\$404,760

Long Distance Non Stop Trains in Europe.

The longest nonstop trains run on European railways are in England, where there are 11 runs over 150 miles, three of which are over 200 miles (maximum 226), and the average speeds range from 50 to 58 m.p.h. for the entire distance. In Germany, there are five runs of over 150 miles (maximum 178), with speeds of 48½ to 53½ m.p.h. France has only one run of over 150 miles (158), with a speed of 53½ m.p.h. American railways rank much lower, the longest non-stop run being 141 miles, from Englewood (Chicago) to Fort Wayne, at 59 m.p.h. It is true that the timetables show runs as long as 438 miles, but these include actual stops to change engines, etc. The English runs are for regular trains, but some of the foreign long distance runs are special steamer trains or international express trains. The accompanying table gives particulars of some of the runs mentioned:—

Train runs	Distance miles	Time min.	Speed m.p.h.
England			
London-Plymouth	226.75	247	55.1
London-Rhyl	209.25	237	52.9
London-Shipley	206.50	245	50.6
London-Liverpool	192.25	215	53.6
London-Wilmslow	176.82	193	55.0
Wakefield-London	175.75	185	57.0
London-Exeter	173.75	180	57.9
Germany			
Berlin-Hamburg	178.20	200	53.4
Munich-Wurzburg	178.20	205	50.4
Berlin-Liegnitz	164.3	203	48.6
France			
Paris-Boulogne	157.8	170	55.7

W. J. GERBRACHT, travelling auditor, C.P.R., Nelson, B.C., was married, Aug. 8, to Miss C. M. Hyde, at Ingersoll, Ont.