

SEPTEMBER RAILROAD EARNINGS.

The aggregate earnings of the three principal Canadian railroad systems for September, 1917, amounted to \$21,077,092, against \$20,670,726 in September, 1916, an increase of \$406,366, or 2 per cent. This compared with a decrease of \$386,256, or about 4 per cent in August, and increases ranging from \$375,691 to \$3,755,467 in the earlier months of the year.

As the gross earnings in September, 1916, had established a new high record for the month, it follows that the traffic handled in the month just closed attained a volume without precedent in the history of the combined systems for that period of the year. Even in years of business depression earnings begin to expand some time in September as the grain crop becomes a factor. Comparisons are, therefore, not as spectacular in the case of this month as in the case of some of the winter and early summer months. The gain over previous years is still substantial. When set against the returns of the good business year of 1912, for instance, the figures show an increase of about \$3,300,000.

Comparisons of the aggregate gross of the three systems in September for seven years back follow:

	Aggregate gross.
1917	\$21,077,092
1916	20,670,726
1915	17,356,533
1914	17,260,461
1913	18,752,541
1912	17,752,277
1911	15,819,959

All three systems reported heavier traffic than in September a year ago, but the gain in no case was large. C. P. R.'s expansion amounted to less than 1 per cent, Grand Trunk's to 2½ per cent, and Canadian Northern's to less than 5 per cent. The individual figures for the month follow:

	1917.	Inc.	P.C.
C. P. R.	\$11,952,000	\$106,000	.9
G. T. R.	5,783,792	146,966	2.5
C. N. R.	3,341,300	153,400	4.8
Totals	\$21,077,092	\$406,366	2.0

The aggregate gross earnings of the three systems month by month this year, with the change from 1916 in each case, are tabulated below:

Month.	Total gross, 1917.	Inc.	P.C.
January	\$17,450,888	\$2,726,672	18.5
February	15,043,606	375,691	2.5
March	19,967,437	2,623,194	15.1
April	20,236,111	2,158,306	11.9
May	23,709,306	3,755,467	18.8
June	23,281,719	3,441,546	17.4
July	22,771,680	1,825,119	8.7
August	21,449,020	*866,256	3.9
September	21,077,092	406,366	2.0

*Decrease.

SHIPPING EMBARGOES.

WINNIPEG, October 4.

The Canadian Pacific Railway has announced an embargo against acceptance of all grain shipments to Fort William and Porth Arthur. Cars loaded or in process of loading at 6 p.m., this evening, may be accepted, but cars billed to local mills cannot be diverted to the head of the lakes. The Canadian Northern has also placed a similar embargo, which came into force at 6 p.m. yesterday. These embargoes are direct result of the strike, as unloading is completely tied up.

This means that automatically practically all buying will cease in the country in which already elevators are pretty well filled, and with no prospects of movement elevator men will not care to accumulate further stocks.

NEW PRESIDENT ST. LOUIS ROAD.

The selection of J. F. Herbert as president of the St. Louis & Southwestern Railway Company, by the executive committee in New York, was confirmed at a meeting of the board of directors held at St. Louis a few days ago. He succeeds F. H. Britton, who died several months ago. Edwin Gould was re-elected chairman of the board of directors.

SAND.

I observed a locomotive in the railroad yards one day. It was waiting in the roundhouse where the locomotives stay. It was panting for the journey, it was coaled and fully manned. And it had a box the fireman was filling full of sand. It appears that locomotives cannot always get a grip On their slender iron pavements, 'cause the wheels are apt to slip. And when they reach the slippery spot, their tactics they command, And to get a grip upon the rail, they sprinkle it with sand.

If your track is steep and hilly, and you have a heavy grade, And if those who've gone before you have the rails quite slippery made; If you ever reach the summit of the upper tableland, You'll find you'll have to do it with a liberal use of sand.

If you strike some frigid weather and discover to your cost, That you're liable to slip on a heavy coat of frost, Then some prompt, decided action will be called into demand; And you'll slide clear to the bottom, if you haven't any sand.

You can get to any station that is on life's schedule seen, It there's fire beneath the boiler of ambition's strong machine; And you'll reach the place called Richtown at a rate of speed that's grand, If for all the slippery places, you've a good supply of sand.

—Caxton's Magazine.

NINE LOCOMOTIVES A DAY.

The great Baldwin Locomotive Works, where 25,000 men are employed, is now turning out nine locomotives a day. This breaks all records. The engines are being built for the Government for use in France; each one weighs 275,000 pounds and costs \$43,000.

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