

Deduct—Amounts payable by the Co. under traffic & other agreements, Chicago & G. T. Co.		
	£36,400	£30,800
Detroit, G.H. & M. Co.	22,400	22,900
Total deductions	£58,800	£53,700
Surplus for the ½ year	£136,400	£154,000
Add—Balance brought from previous ½ year	4,200	3,900
Balance available for dividend	£140,600	£155,900

The above balance admits of the payment of the full dividend for the ½ year on the 4% guaranteed stock, & a dividend of 1½% on the 1st preference stock, leaving about £2,000 to be carried forward.

The following statement of earnings, supplied from the Montreal office, includes the G.T. of Canada, & the Detroit, Grand Haven

TRAFFIC RECEIPTS OF THE SYSTEM.

Traffic receipts, July. 1 to Aug. 31 :

	1900.	1899.	In-crease.	De-crease.
Grand Trunk....	£769,523	£752,645	£16,878	.....
D., G. H. & M.	38,660	41,372	.....	2,712
Total.....	£808,183	£794,017	£14,166	.....

G. B. Reeve's California Ranch.

The many friends of George B. Reeve, ex-General Traffic Manager of the G.T.R., will be pleased to see the views of his home, La Pomelo Rancho, La Mirada, Cal., which are given on page 275. The first view shows the ranch buildings. On the right of the view is the farm hands' house, next to it the long low building is the engine house, then the driving shed, horse corral, barn, packing house &

lines, & we have already very good connections by the existing lines."

Compound Decapod for M., St. P. & S. Ste. M. Ry.

The Baldwin Locomotive Works has recently delivered to the C.P.R.'s subsidiary line, the Minneapolis, St. Paul & Sault Ste. Marie Ry., for service between Minneapolis & Pennington, Wis., 165 miles, a compound decapod locomotive, illustrations of which are given on page 275. The ruling grade on that division is 42 ft. to the mile, one such grade being 10 miles long. The maximum grade is 63 ft. per mile, but it is not expected to haul the full tonnage over that grade without doubling. The decapod is expected to haul, when working compound, a train weighing 2,000

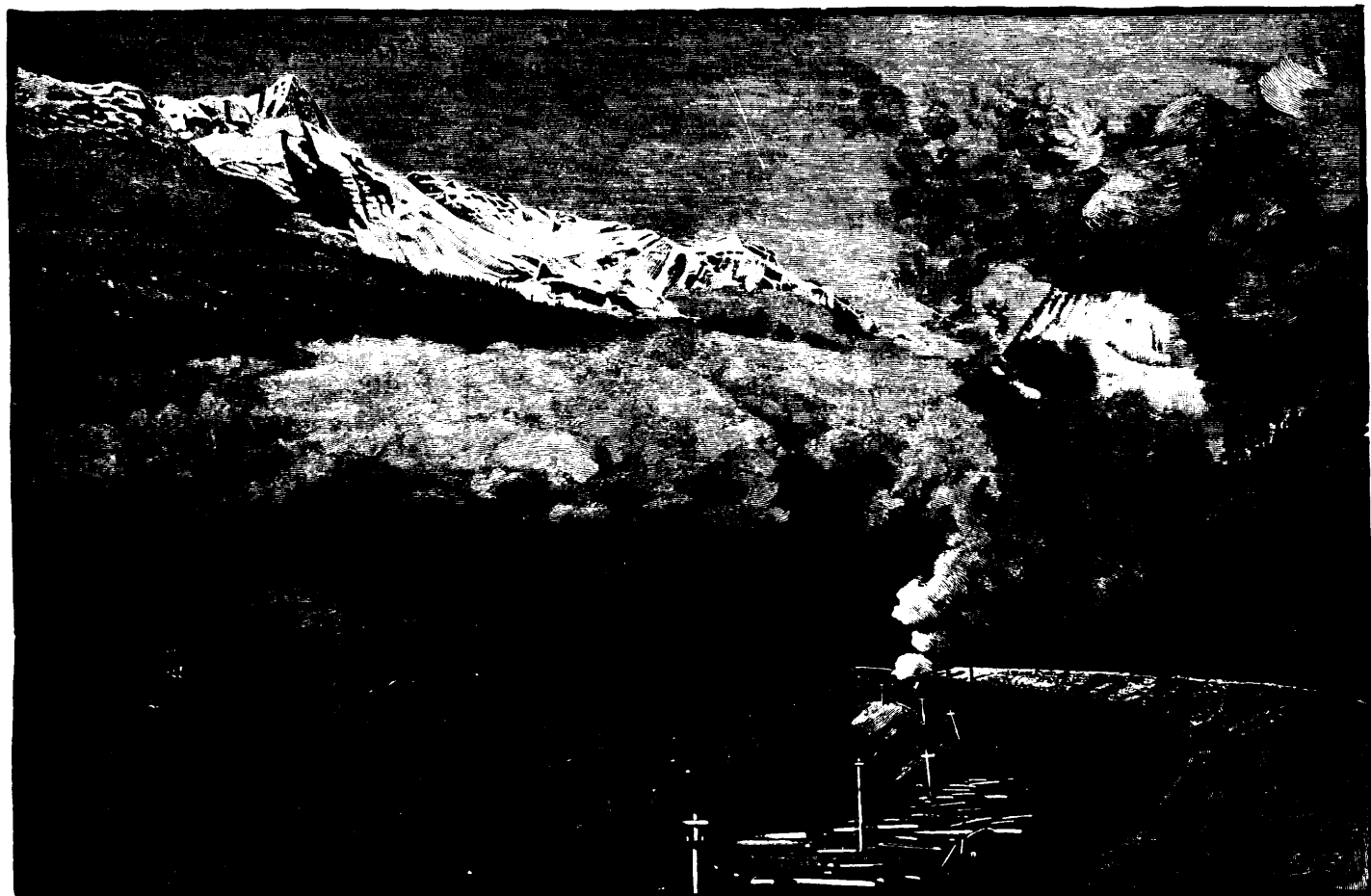


FIGURE 10.—SNOW-SHEDS ON THE C. P. R. IN THE SELKIRK MOUNTAINS, B. C. THE WINTER TRACK UNDER COVER ; THE OUTER TRACK FOR SUMMER USE. (SEE PAGE 258.)

& Milwaukee Rys., the earnings of the Chicago & G.T., which is in the hands of receivers, being omitted :

	1900.	1899.	Increase.	Decrease.
July	\$1,844,458	\$1,799,945	\$44,513	.....
Aug.....	2,088,602	2,064,269	24,333	.....
	\$3,933,060	\$3,864,214	\$68,846	.....

The following figures are issued from the London, England office :

GRAND TRUNK RAILWAY.

Revenue statement for July :

	1900.	1899.	Increase.	Decrease.
Gross receipts.....	£360,400	£350,147	£10,253	.....
Working expenses.	242,600	235,115	7,485	.....
Net profit.....	£117,800	£115,032	£2,768	.....

DETROIT, GRAND HAVEN & MILWAUKEE RY.

Revenue statement for July :

	1900.	1899.	Increase.	Decrease.
Gross receipts.....	£18,500	£79,704	.....	£1,204
Working expenses.	13,300	12,811	489	.....
Net profit.....	£5,200	£6,893	.....	£1,693

chicken corral, winding up at the left with the water-tower, which contains two tanks of 30,000 gals. each.

The second view shows Mr. Reeve's residence, part of the reservoir, with Mrs. Reeve & the Superintendent of the ranch, S. H. Druce, sitting on its edge, & Mr. Reeve returning from shooting, not empty handed. The reservoir is of solid cement, & holds 333,000 gallons. The principal products of the ranch are lemons, oranges, grape fruit & walnuts, while in what is termed the home garden, there are figs, almonds, apples, pears, plums, quinces, sapodillas, peaches, apricots, & berries of all kinds.

In answer to a question as to whether the G.T.R. intended establishing an Atlantic steamship line, General Manager Hays recently said :—"It is not advisable, as a rule, for railway companies to operate steamship

tons, exclusive of the tender & caboose, on a 42-ft. grade.

The total weight in working order is 207,210 lbs. & 184,360 lbs. are on 5 pairs of drivers. The main driving journals are 9½ in. in diameter by 12 in. long, & the others are 8½ x 12 in. The driving wheel base is 19 ft. 4 in., the engine wheel base is 28 ft., & the length of the engine & tender over all is 68 ft. 10 in. The tender loaded weighs 120,000 lbs. & has a capacity for 7,000 gals. of water & 9 tons of coal, & the Westinghouse friction buffer will be used at the rear of the tender.

The cylinders are 17 & 28 in. x 32 in., the driving wheels are 55 in. in diameter & the working steam pressure is 215 lbs. The boiler is of the radial stay wagon top type, 68 in. in diameter at the front, & the firebox is 11 ft. long by 3 ft. 5¼ in. wide ; the depth of the firebox at the front is 77¾ in., & 75¾ in. deep