

THE IDEAL HOLIDAY.

Portland, Maine, and its environments offer more attractions to the summer holiday-seeker than any other territory in America. This beautiful city by the sea is the gateway to innumerable natural beauties and cool retreats. In close touch with the city is Casco Bay, containing a labyrinth of 122 islands, all of which have their summer homes and cottages, where visitors are received at reasonable rates. Old Orchard, within easy distance of the city, has the finest bathing beach in the world, and many hotels and boarding houses that cater to the thousands who visit this popular resort each year. Kennebunkport and Kennebunk Beach further on, are also popular, and many Canadians are spending their holidays there this year. The Grand Trunk Railway operates an exceptionally good service, trains leaving Montreal at 8.00 a.m. and 8.20 p.m., reaching Portland at 7.00 p.m. and 7.30 a.m., daily. Through Parlor and Library-Cafe car on day train, and through sleeping cars on night train. Full particulars, descriptive literature, with list of hotels and boarding houses, on application to M. O. Dafoe, Grand Trunk Ticket Office, 122 St. James St., Montreal.

RAILROAD PATRIOTISM.

The order to the thirty-six American railroads to move immediately 68,815 empty freight cars to the lines of fifty-four other railroads is a striking demonstration of the public advantage derived from the nationalization of the operation of the railroads in the country. This order was given by Chairman Harrison of the railroad war board.

This order with regard to empties is a further radical administrative act for the purpose of putting the entire equipment of the railroads of the country at the public service; preventing the accumulation of idle cars where there is nothing for them to do, and compelling their distribution to centres where they are in demand.

Whether the railroad managers will ever get credit from a careless public for their patriotic action may well be doubted, but the conduct of the railroad managers of the country under war conditions ought to secure for the railroad management and railroad property more just and equitable treatment than the public has been accustomed to give heretofore.—Minneapolis Tribune.

REVENUE OF U. S. RAILS.

The net operating income of the railways of the United States for May, 1917, was more than May, 1916, by \$4 per mile, or 1.1 per cent.

Total operating revenues, \$345,773,079, exceeded those for May, 1916, by \$44,727,367. Operating expenses, \$238,682,879, were greater by \$41,272,333. Net operating revenue, \$107,090,200, increased \$3,454,979. Taxes, \$14,959,535, increased by \$2,333,548. Net operating income was \$92,079,548, which is an increase of \$1,147,753.

If spread over the mileage represented, operating revenues averaged \$1,498 per mile, an increase over May, 1916, of 14.7 per cent.; operating expenses per mile, \$1,034, were greater by 20.7 per cent.; net operating revenue per mile, \$464, shows an increase of 3.1 per cent.; while net operating income per mile, \$399, increased 1.1 per cent. Taxes per mile rose 18.3 per cent. ,

This summary covers 230,905 miles of operated line, or about ninety per cent. of the steam railway mileage of the United States.

For the Eastern railways, operating revenues per mile were greater than those for May, 1916, by 11.4 per cent.; operating expenses rose 22.2 per cent.; net operating revenue decreased 9.6 per cent.; taxes increased 17.6 per cent. Operating income per mile decreased 12.8 per cent.

For the railways of the Southern district, operating revenues per mile exceeded those for May, 1916, by 15.5 per cent.; operating expenses rose 22.1 per cent.; net operating revenue increased 3.2 per cent.; taxes increased 36.7 per cent. Operating income per mile decreased 1.1 per cent.

For the Western railways, operating revenues per mile exceeded those for May, 1916, by 18.4 per cent.; operating expenses rose 18.5 per cent.; net operating revenue increased 18.2 per cent.; taxes increased 13.3 per cent. Operating income per mile increased 19.0 per cent.

The five months of the current year, compared with the corresponding period of the preceding year, show changes per mile of line as follows: operating revenues increased 10.5 per cent., operating expenses increased 17.3 per cent., net operating revenue decreased 3.9 per cent., taxes increased 15.3 per cent., while operating income decreased 7.1 per cent.

Operating income per mile decreased 24.3 per cent. in the East, increased 2.7 per cent. in the South, and increased 8.9 per cent. in the West.

BIGGEST LOCOMOTIVE IN THE WORLD.

The greatest steam locomotive in the world has been put into service by the Baldwin Locomotive Works. It is so gigantic, says the Popular Science Monthly for August, that its boiler had to be made flexible at three different joints so that the locomotive could turn around a curve! It is over one hundred feet long, and weighs some four hundred and twenty tons. Twenty-four driving wheels, each standing as high as an average-sized man, afford it traction. The driving wheels are distributed along the length of the locomotive in sets of four pairs, the wheels of each set being coupled together and driven by two giant steam cylinders. Under full steam, the locomotive can exert an eighty-three ton pull on the cars behind it—which means that it can easily haul a freight train two miles long and twenty-three thousand tons in weight over an ordinarily good road-bed at an average rate of about fourteen miles an hour and possibly more. Bad roads will retard it only slightly.

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