

SEVENTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF

The Canadian Northern Railway Company



For the Year Ended 30th June, 1909

CANADIAN NORTHERN RAILWAY COMPANY

BOARD OF DIRECTORS

MR. WILLIAM MACKENZIE	- - - -	Toronto, Ont
MR. D. D. MANN	- - - - -	“ “
MR. Z. A. LASH	- - - - -	“ “
MR. FREDERIC NICHOLLS	- - - - -	“ “
MR. R. M. HORNE-PAYNE	- - - -	London, Eng.

GENERAL OFFICERS

MR. WILLIAM MACKENZIE	- - - -	<i>President</i>
MR. D. D. MANN	- - - - -	<i>Vice-President</i>
MR. D. B. HANNA	- - - -	<i>Third Vice-President</i>
MR. Z. A. LASH, K.C., LL.D.	- - - -	<i>Senior Counsel</i>
HON. F. H. PHIPPEN, K.C.	- - - -	<i>General Counsel</i>
MR. W. H. MOORE	- - - - -	<i>Secretary</i>
COL. A. D. DAVIDSON	- - - -	<i>Land Commissioner</i>
MR. M. H. MACLEOD	- - - -	<i>General Manager</i>
MR. GEO. H. SHAW	- - - - -	<i>Traffic Manager</i>

LONDON (ENGLAND) OFFICES

BOND COURT, WALBROOK, LONDON, E.C.

MR. R. M. HORNE-PAYNE	-	<i>Director representing the Company in Europe</i>
MR. H. W. HARDING	- - - -	<i>Local Secretary</i>
MR. H. J. COWIE	- - - -	<i>European Freight Agent</i>

CANADIAN NORTHERN RAILWAY COMPANY

Seventh Annual Report of the Directors

SUBMITTED TO THE SHAREHOLDERS OF THE COMPANY AT THE
ANNUAL GENERAL MEETING HELD AT THE COMPANY'S
OFFICES IN TORONTO ON SATURDAY, THE
THIRTIETH DAY OF OCTOBER, 1909.

To the Shareholders:—

The result of the Company's operations for the fiscal year ended 30th June, 1909, are as follows:—

GROSS EARNINGS.

From Passenger Traffic.....	\$1,928,686.35
From Freight Traffic	7,481,325.94
From Express, Mail, Telegraph, Dining and Sleeping Cars, Interest and profits from Elevators and other Subsidiary Companies	1,171,755.64
	<u>\$10,581,767.93</u>

<u>WORKING EXPENSES</u> (including Taxes, &c.),	<u>\$7,015,405.76</u>
Net Earnings.....	\$3,566,362.17
Fixed Charges (as per statement, page 16)	2,919,617.13
Surplus for the year	<u>\$ 646,745.04</u>

The average mileage operated during the year ended 30th June, 1909, was 3,013 miles, compared with 2,866 miles for the preceding year.

The Gross Earnings show an increase of \$872,305.22, or 8.98%, and a gain in Net Earnings of \$533,675.28, or 17.60%, over the preceding year.

The Working Expenses were 72.55% of the Gross Earnings of the Railway proper, and 66.30% of the Gross Earnings from all sources, compared with 74.10% and 68.77% respectively last year.

The increase in Gross Earnings, while comparing favorably with the increased mileage operated, is not as large as your Directors hoped. This is explained in part by the unusually quiet conditions of business generally throughout the Dominion, which was reflected in a substantial decrease in the movement of Westbound commodity traffic, a standard of traffic which earns for all railways the highest rates. Since the close of the fiscal year, however, there has been a very gratifying increase in the four months' business to 31st October over the corresponding period of last year of \$561,300, and to this increase the Westbound traffic has contributed largely; indeed, the volume of business received from the manufacturing sections of Eastern Canada and from Great Britain is quite as large as in the buoyant years of 1905 and 1906.

Your Directors are confident that a proportionate increase over last year's figures will continue, for the grain crop of 1909 is one of the best for several years, and grades uniformly higher than any previous year. This opinion is fully sustained by the larger milling interests and the Elevator Companies operating in Western Canada. While

the increase in yield and quality extends over the entire territory served by your Railway, the outstanding fact of the year is the leading position gained by the Province of Saskatchewan in the production of wheat and other grains.

The following figures are taken from the last estimates of the Minister of Agriculture for the Province of Saskatchewan, published on October 2nd, 1909:

	Bushels.
Wheat	84,000,000
Oats	102,800,000
Barley	8,000,000
Flax	3,800,000

The rapid rise of the Province of Saskatchewan to pre-eminence is especially gratifying to your Directors, because it is chiefly in that Province that they have extended the mileage of your Railway during the last four years. It has been their aim to acquire the advantages of first construction in the best districts of all sections of the Province; and their efforts to pre-empt, as it were, the most advantageous positions for the Company have been co-existent with the desires of the farming population, expressed through their representatives in the Legislatures, to be served by your Railway. The case of the extension of the Railway from Saskatoon towards Calgary admirably illustrates this aspect of the policy of your Directors. During the year sixty miles of the line were opened for traffic, and it is estimated will furnish your Railway with two million bushels of grain for shipment to Port Arthur, one thousand miles distant. The line has recently been extended an additional sixty miles to the new town of Kindersley, and the grading has been completed for a further sixty miles.

The Railway traverses the most fertile section of the Great Saskatchewan Plains, in which your Company has heavy holdings of land in the vicinity of the homesteads and pre-emptions which constitute the greatest remaining block of surveyed unoccupied wheat lands of this continent. The extension of your lines in the Province of Saskatchewan is the logical outcome of the methods adopted in Manitoba, which have proved so satisfactory in every way.

In the Province of Alberta, following a demand to connect Edmonton with Calgary and the Southern portion of the Province, the construction of a line has been rapidly pushed forward; steps are also being taken towards reaching the coal fields of the Brazeau River, in which are most extensive deposits of easily mined high-grade coal. It is expected that your Railway will reach Calgary from the North and the East next year, and that Southern Alberta will be served in the following year. These extensions in territory, which affords a large and expanding market for British Columbia, have already produced a widespread demand for the speedy continuation of your Railway to the Pacific Coast.

Your Directors are glad to note the further justification of their policy of selling lands to the homeseeker as against the speculator that is seen in the substantial increase in the areas under cultivation in all the districts tributary to your newer branch lines. Adjacent to the line between Saskatoon and Calgary, now completed, your Directors have sold large quantities of land, on which the increase in cultivated areas, since the railway was built, is phenomenal. At Rosetown, to take one example, which has only since the close of the present fiscal year been placed under the

Operating Department, three elevators have already been built to receive the grain now being threshed.

The land sales during the past year were 116,662 acres, and realized \$1,091,722.37—an average of \$9.36 per acre. Whilst the acreage sold was less than that of the previous year, the average price realized has been increased by \$1.04 per acre. Very satisfactory land sales have been made since the close of the fiscal year at still higher prices, and negotiations are now going forward for numerous sales at further enhanced values.

The increase in facilities for the production of grain, cattle and other farm product has the double advantage of increasing the demand for lumber and other building materials, the manufacture of which, at various points on your Railway, becomes each year a more important traffic factor. At Fort Frances large pulpwood and paper mill industries are being established in connection with the development of the water power at that point; but a notable feature of the recent expansion of the Western Canadian Provinces is the multiplication of general manufacturing plants, chiefly in the City of Winnipeg, where there are now 144 operating factories of all kinds.

During the last five years certain allied companies have been amalgamated with your Company, in addition to which a large amount of new mileage has been added to the system in respect of all which an adjustment of the capital stock has been made during the year.

During the year, by the direction of the shareholders, £1,027,400 Four Per Cent. Land Grant Bonds were issued on the security of 1,250,000 acres of selected lands, the proceeds of which have been applied to the general purposes

of the Company. Your Directors have exercised their authority under the Mortgage to redeem part of the issue, and from payments received on land sales have retired £40,000 of the Bonds, so that the liability is now £987,400 or \$4,805,346.66, as it appears in the General Balance Sheet.

Additional Car Trust obligations were incurred amounting to \$2,500,000.00, to provide the necessary equipment of all kinds to meet the requirements of traffic. Obligations incurred for the same purpose in previous years were repaid to the extent of \$2,350,000.00 during the year, so that the liability on this account has been increased by only \$150,000.00.

In pursuance of your Directors' policy of keeping pace in every way with the development of each section of country served by your Railway, it has been necessary to incur further large expenditures in maintaining and improving the physical conditions of your property as a whole. At Port Arthur additional docks and sheds for the accommodation of both passenger and freight traffic carried over the Great Lakes have been constructed. Interests closely allied with your Railway are building a palatial hotel in close proximity to your station at Port Arthur, which will be ready for next summer's tourist business. Industrially the city continues to make satisfactory progress. The Atikokan Iron Company's furnaces are continuing to produce an excellent quality of pig iron, the ore for which is hauled by your Railway. The construction of an extensive shipbuilding plant within the city's limits has been started; and other enterprises requiring large quantities of iron for the Western market will be commenced shortly. In Winnipeg the completed Fort Rouge

shops have proved of great value in the economical maintenance of equipment. The Fort Garry Station, in which the Dominion Government and Grand Trunk Pacific Railway will be your tenants, is nearing completion, and will, it is expected, be in full use next spring.

The connection of your Railway at Fort Frances with the Duluth, Rainy Lake & Winnipeg Railway has induced a satisfactory traffic from the Middle Western States through the important port of Duluth. This connection gives to your Railway a much longer haul than heretofore from the growing passenger and freight business originating in the United States.

The lines under construction in Alberta will furnish abundant traffic immediately they are opened; for in the Central and Southern parts of that Province the need for additional Railways has been strongly represented to your Directors. To the North of Edmonton and in the extensive Peace River District there is already the nucleus of prosperous agricultural settlement; and a general trade throughout a territory five times as large as the United Kingdom, at present without railway service.

A handwritten signature in cursive script, reading "W. MacKenzie". The signature is written in dark ink and is underlined with a single horizontal stroke.

PRESIDENT.

To the BOARD OF DIRECTORS.

Herewith I beg to submit the accounts of the Company,
together with the various statements of operations for the
fiscal year ended 30th June, 1909.

D. B. HANNA,
Third Vice-President.

CONDENSED GENERAL

At 30th

ASSETS.

To COST OF RAILWAY AND EQUIPMENT..	\$116,260,250.61	
Acquired Securities(Cost)	5,725,060.21	
(See page 14)		
Advances to other Companies.....	1,420,423.62	
Advances to Lines under construction and Terminals at Winnipeg.	4,667,128.76	
Value of Material and Supplies on hand	\$1,347,631.60	
Due from Agents, Station Balances, etc.	418,113.34	1,765,744.94
Deferred Payments on Land Sales..	7,273,229.58	
Cash with National Trust Co., account of Land Sales.....	4,302,637.08	11,575,866.66
Cash on hand		982,534.64

\$142,397,009.44

NOTE—In addition to the above assets the Company owns 1,398,013 acres of land in Manitoba and Saskatchewan.

BALANCE SHEET

June, 1909.

LIABILITIES.

BY CAPITAL STOCK		\$55,000,000.00	
BONDS AND STOCK (Guaranteed by Government)		26,727,183.37	
FOUR PER CENT. PERPETUAL CON- SOLIDATED DEBENTURE STOCK.....		24,054,716.65	
LAND GRANT BONDS.....		6,805,346.66	
1899.....	\$2,000,000.00		
1907.....	4,805,346.66		
			<hr/>
CAR TRUST OBLIGATIONS.....		9,776,232.17	
CURRENT LIABILITIES—			
Unpaid Pay Rolls	550,214.36		
Unpaid Audited Vouchers	924,352.51		
Due to other Companies (net)....	2,688,621.14	4,163,188.01	
			<hr/>
Coupons and Dividend Warrants due on 1st July (since paid)...	1,149,547.36		
Accrued Interest on Bonds and Equipment Securities	196,147.53	1,345,694.89	
			<hr/>
EQUIPMENT REPLACEMENT FUND ...		44,135.85	
GROSS LAND SALES	12,531,993.91		
Less			
LAND GRANT BONDS (Issue 1899), as above, the money to redeem which is in the hands of the National Trust Company	2,000,000.00		
			<hr/>
SURPLUS—			
Land Grant Account	10,531,993.91		
Railway Account	3,948,517.93	14,480,511.84	
			<hr/>
			<u>\$142,397,009.44</u>

Certified Correct,

D. B. HANNA,
Third Vice-President.

ACQUIRED SECURITIES

The Minnesota & Ontario Bridge Co.	
4½ per cent. First Mortgage Deben- ture Bonds	\$ 180,000.00
Capital Stock	100,000.00
The Minnesota & Manitoba R.R.	
5 per cent. General Mortgage Bonds	250,000.00
Capital Stock	400,000.00
The Lake Superior Terminals Co., Limited.	
5 per cent. Mortgage Gold Bonds..	2,000,000.00
Capital Stock	500,000.00
The Canadian Northern Telegraph Co.	
5 per cent. General Mortgage Bonds	800,000.00
Capital Stock	500,000.00
The Winnipeg Land Co., Limited.	
5 per cent. First Mortgage Gold Bonds	300,000.00
Capital Stock	100,000.00
The Canadian Northern Coal & Ore Dock Co.	
5 per cent. First Mortgage Bonds..	375,000.00
The St. Boniface & Western Land Co.	
5 per cent. First Mortgage Bonds..	750,000.00
Capital Stock	250,000.00
The Edmonton & Slave Lake Railway Co.	
5 per cent. First Mortgage Bonds..	420,000.00
The Canadian Northern Prairie Lands Co.	
Capital Stock	483,393.55
	\$7,408,393.55

STATEMENT OF INCOME ACCOUNT, 30TH JUNE, 1909

JUNE 30th, 1909.		
To Operating Expenses	\$ 6,896,413.10	
Taxes, Railway	58,956.61	
Taxes on Company's Lands	60,036.05	
<i>Interest on Bonds, etc.:</i>		
Consolidated Debenture Bonds, guaranteed by the Government of Manitoba	\$464,918.89	
Ontario Division Debenture Bonds, guaranteed by the Government of Manitoba..	230,722.56	
Three per cent. Debenture Stock, guaranteed by the Dominion of Canada.....	280,799.90	
Consolidated Debenture Stock Qu'Appelle, Long Lake & Saskatchewan Ry. four per cent. Debenture Stock....	202,055.96	
Qu'Appelle, Long Lake & Saskatchewan Ry. six per cent. Bonds.....	1,927.20	
Land Grant four per cent. Bonds	96,106.92	
	<u>2,214,930.09</u>	
<i>Rental of Leased Lines:</i>		
Northern Pacific & Manitoba Railway	210,000.00	
Minnesota & Manitoba Railroad	13,960.00	
Interest on Equipment Securities		223,960.00
Accrued Interest to June 30th, 1909	196,147.53	
Less accrued interest at June 30th, 1908, paid during the current year	185,973.10	
		<u>480,727.04</u>
Balance of Income Account..		10,174.43
		<u>3,948,517.93</u>
		<u>\$13,893,715.25</u>

By Balance to credit of Income Account June 30th, 1909, \$ 3,948,517.93

\$13,893,715.25

DETAILS OF FIXED CHARGES FOR YEAR ENDED 30TH JUNE, 1909

GUARANTEED AS TO PRINCIPAL AND INTEREST BY THE GOVERNMENT OF MANITOBA

AMOUNT	DATE OF ISSUE	ANNUAL CHARGE
4% Bonds, £2,436,200†.....	30th June, 1904.....	\$464,918.89
4% Bonds, £1,180,600*.....	30th September, 1901....	\$230,722.56

GUARANTEED AS TO PRINCIPAL AND INTEREST BY THE DOMINION GOVERNMENT OF CANADA

3% Stock, £1,923,287	29th July, 1903.....	\$280,799.90
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Four Per Cent. Perpetual Consolidated Debenture Stock

£4,942,750\$.....	...\$938,398.66
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Qu'Appelle Guaranteed Four Per Cent. 30 Year Mortgage Debenture Stock

£1,037,972	17th October, 1906	\$202,055.96
£ 6,600 (Six Per Cent. First Mortgage Bonds, 1911)..		1,927.20

Four Per Cent. Land Grant Bonds

£ 987,400\$.....	\$ 96,106.92
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Leased Lines

Northern Pacific and Manitoba Railway.....	\$210,000.00
Minnesota & Manitoba Railroad.....	13,960.00
Interest on Equipment Securities	480,727.04
	\$2,919,617.13

NOTE—14% Consolidated Debenture Bonds. A proportionate amount of this issue is held in trust for the exchange of the following amount of former issues still outstanding:—

£ 10,000	1st August, 1896
£105,500	1st February, 1899
£233,700	1st February, 1899
£ 1,700	1st November, 1900

*Ontario Division. 4% Ontario Division Debenture Bonds.

£36,900 of this issue is held in trust for exchange for the same amount of previous loan outstanding, dated 6th July, 1900.

†For part of year only.

GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS

COMPARED WITH PREVIOUS FISCAL YEAR

Gross Earnings

Per Cent.	1908	Class	1909	Per Cent.
19.01	\$1,846,086.77	Passenger	\$1,928,686.35	18.23
71.19	6,911,814.80	Freight	7,481,325.94	70.70
00.75	72,919.50	Mails	74,382.40	00.70
01.10	107,266.21	Express	109,776.80	01.04
07.95	771,375.43	Miscellaneous	987,596.44	09.33
100.	\$9,709,462.71	Total	\$10,581,767.93	100.

Operating Expenses

Per Cent.	1908	Class	1909	Per Cent.
22.26	\$1,486,030.04	{ Maintenance of Way & Struct's }	\$1,436,440.01	20.48
19.92	1,330,067.52	{ Maintenance of Equipment }	1,252,764.36	17.86
01.80	120,283.85	Traffic Expenses	128,728.36	01.83
52.22	3,486,638.09	{ Transportation Expenses }	3,863,704.74	55.07
03.80	253,756.32	General Expenses	333,768.29	04.76
100.	\$6,676,775.82	Total	\$7,015,405.76	100.

Summary of Earnings and Expenses

Per Cent.	1908	Class	1909	Per Cent.
68.77	\$9,709,462.71	Gross Earnings	\$10,581,767.93	66.30
31.23	6,676,775.82	Operating Expenses	7,015,405.76	33.70
	3,032,686.89	Net Earnings	3,566,362.17	
100.				100.

DESCRIPTION OF FREIGHT CARRIED

		For Year Ended June 30	
		1909	1908
Flour	Sacks (100 lbs. ea.)	1,380,207	925,798
Grain	Bushels	27,113,077	22,456,041
Live Stock (all kinds)	Head	91,546	44,639
Logs and Lumber .	Feet	247,452,000	206,698,000
Firewood	Cords	177,231	197,633
Fish	Tons	4,547	4,435
Immigrants' Effects	Cars	3,129	3,363
Building Material (Lime, Stone, Brick, Sand, etc.)	Cars	9,547	9,432
Miscellaneous.	Tons	1,073,872	1,133,508

EARNINGS, EXPENSES AND NET EARNINGS

FROM JULY 1, 1902, TO JUNE 30, 1909.

Year	Average Miles Operated	Earnings	Expenses	Net Earnings
1902-03	1,276	\$ 2,449,579.33	\$1,589,293.47	\$ 860,285.86
1903-04	1,349	3,242,702.69	2,120,772.43	1,121,930.26
1904-05	1,586	4,190,211.96	2,644,729.64	1,545,482.32
1905-06	2,064	5,903,755.61	3,674,732.85	2,229,022.76
1906-07	2,509	8,350,198.08	5,424,163.65	2,926,034.43
1907-08	2,866	9,709,462.71	6,676,775.82	3,032,686.89
1908-09	3,013	10,581,767.93	7,015,405.76	3,566,362.17

Per Mile Operated

Year	Average Miles Operated	Earnings	Expenses	Net Earnings
1902-03	1,276	\$1,918.23	\$1,244.55	\$ 673.68
1903-04	1,349	2,402.71	1,571.40	831.31
1904-05	1,586	2,641.37	1,667.55	973.82
1905-06	2,064	2,860.34	1,780.39	1,079.95
1906-07	2,509	3,328.09	2,161.88	1,166.21
1907-08	2,866	3,387.81	2,329.65	1,058.16
1908-09	3,013	3,512.04	2,328.38	1,183.66

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS

COMPARED WITH PREVIOUS FISCAL YEAR.

	1909	1908	Increase or Decrease	Per Cent.
PASSENGER TRAFFIC.				
Passengers carried (Earning Revenue).....	1,028,787	937,036	91,751	9.79
Passengers carried one mile.....	78,044,255	74,468,415	3,575,840	4.80
Passengers carried one mile per mile of Road.....	25,902	25,983	d 81	.31
Average distance carried.....	75.86	79.47	d 3.61	4.54
Total Passenger Revenue.....\$	1,829,703.25	1,772,816.39	56,886.87	3.21
Average amount received per passenger.....\$	1.77.85	1.89.19	d .11.34	5.99
Average amount received per passenger per mile.....Cts.	.02.344	.02.381	d 0.037	1.55
Total Passenger Train Earnings.....\$	2,112,845.55	2,026,272.48	86,573.07	4.27
Passenger Train Earnings per Train mile.....\$	1.04.453	1.06.956	d .02.503	2.34
FREIGHT TRAFFIC.				
Revenue Tons carried.....	2,958,802	2,615,580	343,222	13.12
Revenue Tons carried one mile.....	1,000,875.336	875,287,587	125,587,499	14.35
Revenue Tons carried one mile per mile of Road.....	332.185	305.404	26,781	8.77
Average distance haul of one Ton.....	338.27	334.64	3.63	1.08
Total Freight Revenue.....\$	7,370,376.28	6,823,528.42	546,847.86	8.01
Average amount received for each Ton of Freight.....\$	2.49.100	2.60.880	d .11.780	4.52
Average Revenue per Ton per mile.....Cts.	.00.736	.00.779	d .00.043	5.52
Total Freight Train Earnings.....\$	7,481,325.94	6,911,814.80	569,511.14	8.24
Freight Train Earnings per Train mile.....\$	2.46.189	2.39.426	.06.763	2.82
PASSENGER AND FREIGHT, Etc.				
Gross Earnings per mile of Road..\$	3,512.04	3,387.81	124.23	3.67
Operating Expenses per mile of Road.....\$	2,328.38	2,329.65	d 1.27	.05
Net Earnings per mile of Road...\$	1,183.66	1,058.16	125.50	11.86
Amount required per mile of Road to pay Fixed Charges, including Leased Lines and Interest on Equipment Securities.....\$	969.01	821.26	147.75	17.99
TRAIN MILEAGE.				
Mileage of Passenger Trains.....	2,022,778	1,894,491	128,287	6.77
Mileage of Freight Trains.....	3,038,859	2,886,832	152,027	5.27
EXPENSES PER TRAFFIC TRAIN MILE.				
Maintenance of Way and Structures.....Cts.	28.38	31.08	d 2.70	8.69
Maintenance of Equipment.....Cts.	24.75	27.82	d 3.07	11.04
Traffic Expenses.....Cts.	02.54	02.52	.02	.79
Transportation Expenses.....Cts.	76.33	72.92	3.41	4.68
General Expenses.....Cts.	06.60	05.31	1.29	24.29
Total.....\$	1.38.60	1.39.65	d 1.05	.75

SUMMARY OF EQUIPMENT

	At 30th June, 1909	At 30th June, 1908
Locomotives	346	290
Sleeping and Dining Cars	39	35
Passenger Coaches	164	122
Baggage and Mail and Express Cars.....	72	70
Business Cars	7	6
Freight, Refrigerator and Stock Cars	9,465	8,065
Conductors' Vans	118	104
Boarding, Tool, Auxiliary Cars, Steam Shovels and Snow Equipment	355	126

MILES OF RAILWAY

The total number of miles of railway owned and operated, including leased lines, at the close of the fiscal year ended 30th June, 1909, was 3,140.1 miles, made up as follows:

<i>Lake Superior Division (District No. 1)</i>		
Port Arthur to Winnipeg.....	438.6	
Stanley Junction to Gunflint.....	66.9	
Emerson Junction to South Junction.....	72.7	
	578.2	
<i>Central Division (District No. 2)</i>		
Portage Junction to International Boundary...	62.8	
Morris to Somerset.....	62.1	
Hartney Junction to Brandon.....	39.8	
Carman Junction to Belmont.....	118.8	
Belmont to Virden.....	91.5	
Greenway to Adelpha.....	52.1	
Arizona Junction to Morris & Brandon Junction	77.0	
Brandon to Regina.....	220.0	
Winnipeg to Delta Junction.....	56.7	
Delta Junction to Delta.....	14.8	
Oakland to Totogan.....	17.3	
Oak Point Junction to Oak Point.....	60.4	
Winnipeg Transfer Tracks.....	11.2	
	884.5	
<i>Northern Division (District No. 3)</i>		
Delta Junction to Kamsack.....	222.0	
Neepawa Junction to McCreary Junction.....	70.4	
Gilbert Plains Junction to Prince Albert.....	360.6	
Sifton Junction to Winnipegosis.....	21.2	
Rosburn Junction to Russell.....	104.2	
Brandon Junction to Carberry Junction.....	22.8	
Thunderhill Junction to End of Steel.....	20.1	
	821.3	
<i>Western Division (District No. 4)</i>		
Kamsack to Humbolt.....	146.4	
Humbolt to North Battleford.....	147.6	
Battleford to Battleford Junction.....	8.0	
North Battleford to Vermilion.....	124.5	
Vermilion to Edmonton.....	129.8	
Edmonton to Morinville.....	22.9	
Edmonton to Stoney Plains.....	21.4	
	600.6	
<i>Qu'Appelle, Long Lake & Saskatchewan Railway.....</i>	<i>255.5</i>	
	255.5	
	3,140.1	

Located as follows:

Province of Ontario.....	353.7	
Province of Manitoba.....	1,522.1	
Province of Saskatchewan.....	1,006.4	
Province of Alberta.....	214.2	
State of Minnesota.....	43.7	
	3,140.1	

Average mileage operated for fiscal year, 3,013 miles.