

# TENTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF

## The Canadian Northern Railway Company



**For the Year ended 30th June, 1912**

# CANADIAN NORTHERN RAILWAY COMPANY

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## BOARD OF DIRECTORS

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

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## GENERAL OFFICERS

SIR WILLIAM MACKENZIE	-	-	-	-	<i>President</i>
SIR DONALD 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>General Traffic Manager</i>
MR. C. E. FRIEND	-	-	-	-	<i>General Auditor</i>
MR. L. W. MITCHELL	-	-	-	-	<i>Treasurer</i>
MR. J. D. MORTON	-	-	-	-	<i>Assistant Comptroller</i>

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## 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. SCOTT GRIFFIN	-	-	-	-	<i>European Railway and Steamship Manager.</i>

# CANADIAN NORTHERN RAILWAY COMPANY

## Tenth 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 WEDNESDAY, THE  
23RD DAY OF OCTOBER, 1912.

*To the Shareholders:—*

The result of the Company's operations for the fiscal year ended 30th June, 1912, are as follows:—

### GROSS EARNINGS.

From Passenger Traffic .....	\$ 3,434,140.81
From Freight Traffic .....	15,567,998.17
From Express, Mail, Telegraph, Dining and Sleeping Cars, Interest and profits from Elevators and other Subsidiary Companies and Investments.....	1,857,954.65
	\$20,860,093.63

WORKING EXPENSES (including Taxes, &c.), \$14,979,048.52

Net Earnings..... \$5,881,045.11

Deduct:—

Fixed Charges (per statement, page 17).. 4,630,844.12

Surplus .....

	\$1,250,200.99
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From this Deduct Interest at 5% per  
annum paid on Income Charge Con-  
vertible Debenture Stock outstanding..... 674,804.11

Net Surplus for the year..... \$ 575,396.88

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The Gross Earnings show an increase of \$4,499,381.24, or 27.50 per cent., and in Net Earnings of \$890,698.29, or 17.85 per cent., over the preceding year.

The Working Expenses were 73.82 per cent. of the Gross Earnings of the Railway proper and 71.81 per cent., including Taxes, of the Gross Earnings from all sources, compared with 72.59 per cent. and 69.50 per cent. respectively last year.

During the year over 586 miles of newly constructed tracks were added to the System, the average mileage operated being 3,888 miles.

The classified table of freight carried again reflects a substantial development of the industrial and agricultural resources of the country served by your Railway. The statistics covering grain, including the figures representing flour shipments, show a total movement of over sixty million bushels, or approximately 32 per cent. of the total inspected crop of Western Canada. This shows a notable advance over any previous year, and is a reliable indication of the productiveness of the territories your Directors have selected.

An increase of 120 per cent. in the total bulk of commercial coal carried is also remarkable, the figures being 804,803 tons moved this year, compared with 370,161 tons for the previous twelve months. This increase is indicative of the growth of the coal mining industry in Western Canada, which, upon the completion of the extensions of your Railway now being constructed in the larger coal areas, will receive an even greater stimulus. There is also a further indication of the prosperous extension of the cities, towns and settlements along the lines of your Railway, as shown by the increase of 48 per cent. over last year in the amount of building materials carried by your Railway during the year.

Land sales during the year were 55,111 acres for \$836,084.37, an average of \$15.17 per acre, compared with 279,151 acres for \$3,345,498.73, an average of \$12.00 per acre, the preceding year. The reduction in sales is substantial, but your Directors, recognizing that the value of productive acreages in Western Canada is assured, and being desirous of, as far as possible, selling to settlers only, have not pressed the sale of your Company's lands. On the other hand, they have adopted an aggressive policy of colonizing the free lands offered by the Dominion Government in territories adjacent to your Railway. Two million four hundred and seventy-nine thousand acres of these lands were entered upon by settlers during the year, of whom a largely increased number were a most desirable class of British emigrants.

The operation of the Royal Line of Steamships continues to vindicate the wisdom of engaging in the Atlantic trade. The increasing popularity of the route emphasizes the necessity for extending the service so that the Company may take the full benefit of the business controlled by its organization. The negotiations referred to in the previous Annual Report, having in view the increase of the fleet, did not terminate satisfactorily and your Directors are considering other means of attaining the object.

Your Directors are pleased to report that a movement having as its purpose the adoption of more permanent methods of agricultural development in the Prairie Provinces is responding favorably to the impetus given to it by the demonstration and educational propaganda which is being actively carried on by the various Railway Companies in conjunction with the Federal and Provincial Governments. This movement was inspired, primarily, to offset the reduction in production of beef and other cattle products which followed the settlement of the large ranch

leases by homesteaders and small grain farmers. Climatic, physical and financial conditions encourage the pioneer farmer-settler to engage in the production of grain to the exclusion of other agricultural products. There are, however, indications from the campaign for diversified farming which has been engaged in, of a change to more permanent methods. The progress of this movement is especially gratifying to your Directors, as the location of the lines of your Railway in the Prairie Provinces is through country which is pre-eminently adapted to the practice of diversified farming in general.

Great progress has been made in the construction of the transcontinental line of the Canadian Northern System, which it is hoped will be completed by the end of 1913; the line through British Columbia to connect the Western lines of your Railway with tidewater at the Pacific Coast is advancing rapidly. In addition to a very fortunate advantage of easy gradients the location of the line enters without competition into a large territory, the physical characteristics of which will attract a very desirable class of settlers. The line will also give access to an hitherto unknown section of the Canadian Alps, of which the scenic attractions are such as will divert a large volume of the transcontinental tourist traffic to the route.

The work of linking up the lines of your Railway in Western Canada with the railways of the Canadian Northern System in the Eastern Provinces is also making satisfactory progress, having regard to weather and other conditions. The resources of the country opened up by this line will be productive of great traffic advantages to your Company. Capital is only awaiting the completion of these transportation facilities before entering upon the development of iron and other mineral deposits, extensive pulpwood and timber areas. In addition to the

tonnage assured to your **Railway** from this industrial development there are the traffic advantages which will accrue from the agricultural development of the great Clay Belt of Northern Ontario, through which your Railway will pass for a distance of three hundred and fifty miles. Experienced officers of your Company who have carried out explorations of the entire area estimate that the industrial and agricultural resources of this territory will attract and support a population of over two million of people.

During the year another section of the Canadian Northern Ontario Railway was opened for traffic, but your Directors regret that due to adverse weather and other conditions the completion of the line between Ottawa and Toronto has been delayed. The work is, however, progressing and it is hoped in a short time to establish a through service connecting Toronto with Ottawa, Montreal and Quebec. The pulp and paper industries in Northern Quebec are expanding quite satisfactorily, the traffic advantages of which accrue chiefly to Railways operated under your control in the Province of Quebec.

The movement of the crop of 1912 has now begun, and recognized authorities estimate the yield of the Provinces of Manitoba, Saskatchewan and Alberta as follows:

	Bushels.
Wheat .....	196,000,000
Oats .....	224,500,000
Barley .....	49,600,000
Flax .....	12,900,000
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Total Crop .....	483,000,000

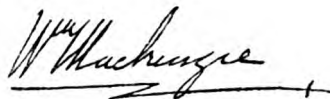
Having regard to the fact that the yield is greater than any previous year; that the quality is good and that the

market value is satisfactory, your Directors anticipate another year of substantial growth in revenue.

Since the close of the fiscal year the Gross and Net Earnings for the months of July and August have been ascertained and the figures show a very satisfactory increase over the same period last year. The figures are as follows:

	1912.	1911.	Increase.
Gross Earnings . . . . .	\$3,575,500	\$2,896,500	\$679,000
Operating Expenses . . .	2,710,100	2,220,200	489,900
Net Earnings . . . . .	\$865,400	\$676,300	\$189,100

Your Directors have noticed with great pleasure the keener interest in Canadian affairs generally displayed by statesmen and other leaders of opinion and thought in Great Britain and emphasized by the large number of prominent men who have visited Canada during the past summer. They hope to see a still larger number of visitors from the Old Country in the future, as they believe that a personal and unbiased examination of the actual and potential resources of the Dominion will result in still greater confidence in the future of Canada and the close co-operation in her development, which your Directors have in the past endeavored to promote by every means in their power in the interests of the Empire.



*President*

To the BOARD OF DIRECTORS.

Herewith I beg to submit the accounts of the Company, together with the various statements of operation, for the fiscal year ended 30th June, 1912.

A handwritten signature in black ink, appearing to be 'J. H. ...', written over a horizontal line.

*Third Vice-President.*

# CONDENSED GENERAL

At 30th

## ASSETS.

TO COST OF RAILWAY AND EQUIPMENT...		\$191,993,360.92
Acquired Securities . . . . . (Cost)		8,294,006.87
(See page 16)		
Advances to Other Companies . . . . .		2,817,091.80
Advances to Lines under construction.		6,935,410.80
Value of Material and Supplies on hand . . . . .	\$2,235,049.90	
Due from Agents, Station Balances, etc. . . . .	1,213,479.39	3,448,529.29
Deferred Payments on Land Sales . . . . .	9,082,673.91	
Cash with National Trust Co., account of Land Sales . . . . .	2,869,618.71	11,952,292.62
Cash Account—		
With Dominion Government . . . . .	1,175,464.54	
With Province of Manitoba . . . . .	18,278.35	
With Province of Saskatchewan . . . . .	1,978,110.40	
With Province of Alberta . . . . .	1,339,752.62	
Cash on hand . . . . .	1,931,641.79	6,443,247.70
		<u>\$231,883,940.00</u>

NOTE—In addition to the above assets the Company owns 816,755 acres of land in Manitoba and Saskatchewan.

# BALANCE SHEET

June, 1912.

## LIABILITIES.

BY CAPITAL STOCK.....		\$ 70,000,000.00
BONDS AND STOCK (Guaranteed by Government) .....		54,390,491.20
FOUR PER CENT. PERPETUAL CON- SOLIDATED DEBENTURE STOCK.....		39,464,716.63
FIVE PER CENT. INCOME CHARGE CON- VERTIBLE DEBENTURE STOCK.....		15,000,000.00
LAND GRANT BONDS .....		6,040,306.70
1899 .....	\$2,000,000.00	
1909 .....	4,040,306.70	
CAR TRUST OBLIGATIONS.....		15,177,882.73
CURRENT LIABILITIES—		
Unpaid Pay Rolls.....	1,074,168.18	
Unpaid Audited Vouchers.....	2,058,659.91	
Due to Other Companies.....	3,321,114.92	6,453,943.01
Coupons and Dividend Warrants due on 1st July (since paid)....	1,690,569.24	
Accrued Interest on Bonds and Equipment Securities .....	459,090.25	2,149,659.49
EQUIPMENT REPLACEMENT FUND.....		345,560.63
SURPLUS—		
Land Account .....	16,874,826.32	
Railway Account .....	5,986,553.29	22,861,379.61
		<u>\$231,883,940.00</u>

Certified Correct,

D. B. HANNA  
*Third Vice-President.*

**STATEMENT OF**  
**At 30th**

JUNE 30th, 1912.

To Operating Expenses.....	\$14,794,463.50	
Taxes, Railway .....	106,899.05	
Taxes on Company's Lands.....	77,685.97	
<i>Interest on Bonds, etc.:</i>		
Consolidated Debenture Bonds, guaranteed by the Government of Manitoba.....	\$ 487,010.54	
Ontario Division Debenture Bonds, guaranteed by the Government of Manitoba.....	230,699.46	
Winnipeg Terminal Bonds, guaranteed by the Government of Manitoba..	120,000.00	
Three per cent. Debenture Stock, guaranteed by the Dominion of Canada	280,799.86	
Three and one-half per cent. Debenture Stock, guaranteed by the Dominion of Canada .....	258,405.24	
Four per cent. Debenture Stock, guaranteed by the Government of Manitoba.....	113,828.49	
Four per cent. Debenture Stock, guaranteed by the Government of Saskatchewan .....	236,319.28	
Four per cent. Debenture Stock, guaranteed by the Government of Alberta .....	89,960.00	
Consolidated Debenture Stock.....	1,496,988.82	
Qu'Appelle, Long Lake and Saskatchewan Ry. four per cent. Debenture Stock .....	202,055.99	
Qu'Appelle, Long Lake and Saskatchewan Ry. six per cent. Bonds.....	963.60	
Land Grant four per cent. Bonds....	163,792.52	3,680,823.80
<i>Rental of Leased Lines:</i>		
Northern Pacific & Manitoba Railway	225,000.00	
Minnesota & Manitoba Railroad.....	13,960.00	238,960.00
<i>Interest on Equipment Securities....</i>		
Accrued Interest to June 30th, 1912.	459,090.25	711,060.32
Less Accrued Interest to June 30th, 1911, paid during the current year.	304,341.34	154,748.91
<i>Interest at 5% per annum paid on Income Charge Convertible Debenture Stock outstanding.....</i>		
		674,804.11
Balance of Income Account.....		5,986,553.29
		\$26,425,998.95

# INCOME ACCOUNT

June, 1912.

JUNE 30th, 1911.

By Balance of Income Account at 30th, June, 1911, as  
per Annual Report.....\$ 5,565,905.32

JUNE 30th, 1912.

By Gross Earnings, viz.:

Passenger Earnings .....	\$ 3,434,140.81
Freight Earnings .....	15,567,998.17
Express, Mail and Miscellaneous Earnings .....	1,857,954.65
	<hr/>
	20,860,093.63

\$26,425,998.95

By balance to credit of Income Account, June 30th,  
1912. .... \$ 5,986,553.29

## ACQUIRED SECURITIES

<b>The Minnesota &amp; Ontario Bridge Co.</b>	
4½ per cent. First Mortgage Debenture Bonds .....	\$ 180,000.00
Capital Stock .....	100,000.00
<b>The Minnesota &amp; Manitoba R.R.</b>	
5 per cent. General Mortgage Bonds	250,000.00
Capital Stock .....	400,000.00
<b>The Lake Superior Terminals Co., Limited.</b>	
5 per cent. Mortgage Gold Bonds..	2,000,000.00
Capital Stock .....	500,000.00
<b>The Canadian Northern Telegraph Co.</b>	
5 per cent. General Mortgage Bonds	800,000.00
Capital Stock .....	500,000.00
<b>The Winnipeg Land Co., Limited.</b>	
5 per cent. First Mortgage Gold Bonds .....	300,000.00
Capital Stock .....	100,000.00
<b>The Canadian Northern Coal &amp; Ore Dock Co.</b>	
5 per cent. First Mortgage Bonds..	437,000.00
<b>The St. Boniface &amp; Western Land Co.</b>	
5 per cent. First Mortgage Bonds..	750,000.00
Capital Stock .....	250,000.00
<b>The Edmonton &amp; Slave Lake Railway Co.</b>	
5 per cent. First Mortgage Bonds..	420,000.00
<b>The Canadian Northern Prairie Lands Co.</b>	
Capital Stock .....	483,393.55
<b>The Canadian Northern Railway Express Co., Limited.</b>	
4% First Mortgage Gold Bonds, £616,438 .....	3,000,000.00
Capital Stock .....	1,000,000.00
<b>The Canadian Northern Steamships, Limited.</b>	
5% First Mortgage Debenture Stock, £600,000 .....	2,920,000.00
Capital Stock .....	2,000,000.00
	\$16,390,393.55

## DETAILS OF FIXED CHARGES FOR YEAR ENDED 30TH JUNE, 1912

### Guaranteed as to Principal and Interest by the Dominion Government of Canada

AMOUNT	DATE OF ISSUE	ANNUAL CHARGE
3 % Stock, £1,923,287.....	29th July, 1903.....	\$280,799.86
3½% Stock, £1,622,586*.....		258,405.24

### Guaranteed as to Principal and Interest by the Government of Manitoba

4% Bonds, £2,497,800 .....	30th June, 1904.....	\$487,010.54
4% Bonds, £1,180,600 .....	30th September, 1901....	230,699.46
4% Bonds, £ 616,438 .....	(Winnipeg Terminals)....	120,000.00
4% Bonds, £ 587,671 .....	1st March, 1910.....	113,828.49

### Guaranteed as to Principal and Interest by the Government of Saskatchewan

4% Stock, £1,625,000*.....	18th May, 1909.....	\$236,319.28
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### Guaranteed as to Principal and Interest by the Government of Alberta

4% Stock, £1,122,945*.....	10th June, 1909.....	\$89,960.00
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### Four Per Cent. Perpetual Consolidated Debenture Stock

£7,690,011*.....	\$1,496,988.82
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### Qu'Appelle Guaranteed Four Per Cent. 30 Year Mortgage Debenture Stock

£1,037,972 .....	17th October, 1906 .....	\$202,055.99
£ 6,600* (Six Per Cent. First Mortgage Bonds, 1911) ..		963.00

### Four Per Cent. Land Grant Bonds

£830,200 .....	15th February, 1909 .....	\$163,792.52
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### Leased Lines

Northern Pacific and Manitoba Railway.....	\$225,000.00
Minnesota & Manitoba Railroad.....	13,960.00
Interest on Equipment Securities.....	711,060.32

\$4,630,844.12

\*For part of year only.

# GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS

COMPARED WITH PREVIOUS FISCAL YEAR

## Gross Earnings

Per Cent.	1911	Class	1912	Per Cent.
17.54	\$2,869,677.05	Passenger	\$3,434,140.81	16.46
73.05	11,951,993.75	Freight	15,567,998.17	74.63
00.54	88,008.53	Mails	112,177.63	00.54
01.64	268,445.11	Express	466,157.11	02.24
07.23	1,182,587.95	Miscellaneous	1,279,619.91	06.13
100.	\$16,360,712.39	Total	\$20,860,093.63	100.

## Operating Expenses

Per Cent.	1911	Class	1912	Per Cent.
20.77	\$2,362,004.23	{ Maintenance of Way & Struct's	\$2,608,866.45	17.42
19.50	2,216,841.91	{ Maintenance of Equipment	3,262,727.41	21.78
02.32	263,542.95	Traffic Expenses	360,474.34	02.41
51.71	5,879,357.71	{ Transportation Expenses	8,013,252.78	53.49
05.70	648,618.77	General Expenses	733,727.54	04.90
100.	\$11,370,365.57	Total	\$14,979,048.52	100.

## Summary of Earnings and Expenses

Per Cent.	1911	Class	1912	Per Cent.
69.50	\$16,360,712.39	Gross Earnings	\$20,860,093.63	71.81
30.50	11,370,365.57	Operating Expenses	14,979,048.52	28.19
	4,990,346.82	Net Earnings	5,881,045.11	
100.				100.

## DESCRIPTION OF FREIGHT CARRIED

		For Year Ended June 30		
		1912	1911	1910
Flour .....	Sacks (100 lbs. ea.)	2,854,136	2,215,094	1,789,768
Grain .....	Bushels .....	53,441,149	40,249,939	37,355,010
Live Stock (all kinds)	Head .....	188,669	137,295	123,635
Logs and Lumber .	Feet .....	405,395,000	324,221,000	294,647,000
Firewood .....	Cords .....	227,030	210,625	189,535
Coal.....	Tons .....	804,803	370,161	282,718
Immigrants' Effects	Cars .....	5,154	5,644	5,068
Building Material (Lime, Stone, Brick, Sand, etc.)	Cars.....	53,425	36,328	21,758
Miscellaneous. ....	Tons.....	1,203,887	1,170,964	989,783

## EARNINGS, EXPENSES AND NET EARNINGS

FROM JULY 1, 1902, TO JUNE 30, 1912.

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
1909-10	3,179	13,833,061.63	9,488,671.60	4,344,390.03
1910-11	3,383	16,360,712.39	11,370,365.57	4,990,346.82
1911-12	3,888	20,860,093.63	14,979,048.52	5,881,045.11

### 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
1909-10	3,179	4,351.39	2,984.80	1,366.59
1910-11	3,383	4,836.15	3,361.03	1,475.12
1911-12	3,888	5,365.25	3,852.64	1,512.61

# PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS

COMPARED WITH PREVIOUS FISCAL YEAR.

	1912	1911	Increase or Decrease	Per Cent.
<b>PASSENGER TRAFFIC.</b>				
Passengers carried (Earning Revenue).....	1,681,760	1,394,361	287,399	20.61
Passengers carried one mile.....	158,400,017	113,506,430	44,893,587	39.55
Passengers carried one mile per mile of Road.....	40.741	33.552	7.189	21.43
Average distance carried.....	94.18	81.40	12.78	15.70
Total Passenger Revenue.....\$	3,349,317.00	2,756,415.06	592,901.94	21.51
Average amount received per passenger.....\$	1.99.16	1.97.68	1.48	.75
Average amount received per passenger per mile.....Cts.	.02.115	.02.428	d .00.313	12.89
Total Passenger Train Earnings.....\$	4,012,475.55	3,226,130.69	786,344.86	24.37
Passenger Train Earnings per Train mile.....\$	1.21.074	1.17.116	.03.958	3.38
<b>FREIGHT TRAFFIC</b>				
Revenue Tons carried.....	5,970,449	4,675,405	1,295,044	27.70
Revenue Tons carried one mile.....	2,024,003,946	1,385,711,579	638,292,367	46.06
Revenue Tons carried one mile per mile of Road.....	520.577	409,610	110,967	27.09
Average distance haul of one Ton.....	339.00	296.38	42.62	14.38
Total Freight Revenue.....\$	15,337,533.95	11,768,493.37	3,569,040.58	30.33
Average amount received for each Ton of Freight.....\$	2.56.891	2.51.711	.05.180	2.06
Average Revenue per Ton per mile.....Cts.	.00.758	.00.849	d .00.091	10.72
Total Freight Train Earnings.....\$	15,567,998.17	11,951,993.75	3,616,004.42	30.25
Freight Train Earnings per Train mile.....\$	2.37.492	2.66.112	d .28.620	10.75
<b>PASSENGER AND FREIGHT, Etc.</b>				
Gross Earnings per mile of Road.....\$	5,365.25	4,836.15	529.10	10.94
Operating Expenses per mile of Road.....\$	3,852.64	3,361.03	491.61	14.63
Net Earnings per mile of Road.....\$	1,512.61	1,475.12	37.49	2.54
Amount required per mile of Road to pay Fixed Charges, including Leased Lines.....\$	1,008.17	993.57	14.60	1.47
<b>TRAIN MILEAGE.</b>				
Mileage of Passenger Trains.....	3,314,063	2,754,634	559,429	20.31
Mileage of Freight Trains.....	6,555,157	4,491,345	2,063,812	45.95
<b>EXPENSES PER TRAFFIC TRAIN MILE.</b>				
Maintenance of Way and Structures.....Cts.	26.44	32.60	d 6.16	18.89
Maintenance of Equipment.....Cts.	33.06	30.59	2.47	8.07
Traffic Expenses.....Cts.	03.65	03.64	.01	.27
Transportation Expenses.....Cts.	81.19	81.14	.05	.06
General Expenses.....Cts.	07.43	08.95	d 1.52	16.98
Total.....\$	1.51.77	1.56.92	d 6.15	3.28

## SUMMARY OF EQUIPMENT

	AT 30TH JUNE		
	1912	1911	1910
Locomotives .....	430	398	372
Sleeping and Dining Cars ....	64	50	43
Passenger Coaches .....	307	226	203
Baggage and Mail and Express Cars .....	99	90	79
Business Cars .....	14	11	11
Freight, Refrigerator and Stock Cars .....	18,675	14,778	11,735
Conductors' Vans .....	257	231	184
Boarding, Tool, Auxiliary Cars, Steam Shovels and Snow Equipment .....	594	481	416

## 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, 1912, was 4,316.62 miles, made up as follows:

### CENTRAL DIVISION

*District No. 1.*

Port Arthur to Paddington .....	435.10	
Twin City Junction to North Lake.....	73.30	
Emerson Junction to South Junction.....	72.70	
		581.10

*District No. 2.*

Winnipeg Terminal Track in Terminal Yards, Union Station .....	10.49	
Winnipeg Terminals—Paddington to Woodward Ave. (Main Line) . . . . .	3.80	
Winnipeg Transfer Tracks .....	5.61	
Portage Junction to Emerson Junction.....	62.00	
Morris to Somerset .....	62.20	
St. James to Gypsumville .....	156.70	
Greenway to Adelpha .....	51.80	
Woodward Avenue to Dauphin.....	176.10	
Delta Junction to Delta.....	14.80	
Totogan Junction to Totogan.....	1.80	
Oakland to End of Steel.....	32.70	
Brandon Junction to Carberry Junction.....	22.90	
Rossburn Junction to Ross Junction.....	190.60	
Hallboro' to Beulah.....	75.00	
Paddington to Bird's Hill.....	8.70	
Neepawa Junction to Neepawa.....	33.10	
Neepawa to McCreary Junction.....	37.30	
Carman Junction to Belmont.....	118.50	
Ochre River to End of Steel.....	15.00	
		1,079.10

*District No. 3.*

Arizona Junction to C. N. Junction.....	298.80	
Maryfield to Radville.....	139.80	
Luxton to Beinfait.....	16.30	
M. & B. Junction to Hartney Junction.....	38.00	
Belmont to Virden.....	90.90	
		583.80

*Forward.* . . . . . 2,244.00

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Forward. . . . . 2,244.00

**WESTERN DIVISION**

*District No. 1.*

Dauphin to Humbolt. . . . . 247.30  
North Junction to Prince Albert. . . . . 360.50  
Sifton Junction to Winnipegosis. . . . . 20.70  
Thunder Hill Junction to Preceville. . . . . 72.10  
Hudson Bay Junction to Le Pas. . . . . 87.50  

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788.10

*District No. 2.*

Regina to East Prince Albert. . . . . 249.30  
Saskatoon to Alsask . . . . . 169.80  
Prince Albert to Blaine Lake. . . . . 64.00  
Shellbrook to Big River. . . . . 56.50  
Delisle to McRorie . . . . . 45.80  

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585.40

*District No. 3.*

Humbolt to Edmonton. . . . . 401.90  
Dalmeny to Laird . . . . . 27.80  
North Battleford to Edam . . . . . 38.30  
Edmonton Junction to Morinville. . . . . 21.50  
Edmonton to Stony Plains. . . . . 21.00  
Vegreville to Drumeller . . . . . 173.40  
Battleford to Battleford Junction. . . . . 8.00  
Strathcona to Edmonton (E. Y. & P.). . . . . 7.22  

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699.12

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4,316.62

**Located as follows:**

Province of Ontario. . . . . 356.60  
Province of Manitoba. . . . . 1,758.25  
Province of Saskatchewan . . . . . 1,718.75  
Province of Alberta. . . . . 394.82  
Territory of Keewatin. . . . . 44.50  
State of Minnesota . . . . . 43.70  

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4,316.62

Average mileage operated for fiscal year, 3,888 miles.