

16252—April 3—Authorizing G.T.B. B.L. Co. to cross the Brandon Branch of the C.P.R. by overhead bridge in N.W. $\frac{1}{4}$ of Sec. 26, Twp. 10, Range 18, west P.M., Man.

16253-54—April 2—Authorizing C.P.R. to take lands for construction of permanent snow fences in Twp. of Pickering, Ct. Ontario, Ont.

16255—April 4—Relieving C.P.R. from erecting and maintaining fences on portion of its Calgary Subdivision, Alta.

16256-57—April 6—Authorizing G.T.P. B.L. Co. to cross with its Calgary Boundary Branch the C.P.R. Aldersyde Branch in N.E. $\frac{1}{4}$ of Sec. 4, Twp. 12, R. 23, west 4th M., and in N.W. $\frac{1}{4}$ of Sec. 26, Twp. 19, Range 28, west 4th M. Interlocking plants to be installed at the two crossings.

16258—April 6—Authorizing G.T.P. B.L. Co. to construct, maintain and operate "weye" connecting its Alberta Coal Branch with Yellowhead Pass Coal & Coke Co.'s Spur, Alberta.

16259—April 9—Rescinding Order 8462, Oct. 29th, 1909, and directing the G.T.P. to construct an overhead crossing on the Port Saskatchewan Trail; detail plans to be filed within 30 days, and work to be completed within ninety days from approval of plans under penalty of \$100 per day, North Edmonton, Alta.

16260—April 10—Authorizing C.P.R. to construct spur for Chinook Coal Company, Ltd., at Kipp, in the Province of Alberta, and rescinding Order 16088, of March 7th, 1912.

16261—April 9—Authorizing G.T.R. to construct spur into premises of Western Foundry Co., Ltd., town of Wingham, Ontario.

16262-63-64—April 9—Authorizing C.P.R. to reconstruct bridge No. 22-5 on its Newport Subdivision; bridge 32.6 on its Ottawa Subdivision; and bridges 24.8, 30.7, 32.2, and 35.8 on its Farnham Subdivision.

16265—April 9—Authorizing C.P.R. to construct its Moose Jaw South-westerly Branch across highway at mileage 36.63.

16266—April 10—Approving revised location of C.N.O. Ry. in the Twp. of Litchfield, mileage 59.13 to 59.73 from Ottawa, Ont.

16267—April 10—Approving location of C.N.R. Co. (Montreal-Port Arthur Line) through Twps of Maclellan, Scadding, Street and Davis, in Dist. of Sudbury, mileage 405.36 to 421.09 from Montreal.

16268—April 10—Authorizing C.N.O. Ry. to connect its tracks with C.P.R. at mileage 2, in Port Arthur, only, for construction purposes only.

16269—April 9—Authorizing C.N.R. to construct its Calgary-Strathcona line across 25 highways in Alberta.

PUBLIC SERVICE OF CANADIAN RAILWAYS.

During the year ended June 30, 1911, there were carried by the railways of Canada 37,097,718 passengers and 79,884,282 tons of freight. These figures show an increase over the preceding year of 1,203,143 passengers and 5,401,416 tons of freight.

The following table shows the number of passengers carried for various periods:—

	Passengers carried.
1875	5,190,416
1890	12,821,262
1894	14,462,498
1901	18,385,722
1908	34,044,992
1909	32,683,309
1910	35,894,575
1911	37,097,718

The freight record for the same periods was as follows:—

	Tons of freight 2,000 lbs.
1875	5,070,837
1890	20,787,469
1894	20,721,116
1901	36,999,371
1908	63,071,167
1909	66,842,258
1910	74,482,866
1911	79,884,282

In 1875 the number of passengers and tons of freight carried were nearly equal. Thereafter, the development of freight traffic proceeded more rapidly than did the development of passenger business.

The number of passengers carried in 1911 was 37,097,718—an increase of 3.3 per cent. over 1910. The number of passengers carried one mile was 2,605,968,924, representing an increase of 139,239,260 as compared with the preceding year. The density of passenger traffic—as represented in the number of passengers carried one mile per mile of line—was 102,597. These figures show a gain of 2,855 over 1910. The increase since 1907 has been 11,676.

The following is an interesting table:—

	1910.	1911.
Tons hauled	74,482,866	79,884,282
Tons hauled one mile	15,712,127,701	16,048,478,295
Tons hauled one mile per mile of line	635,321	631,829
Average haul, miles	211	200

	1910.	1911.
Freight train mileage	50,184,108	52,498,866
Mixed train mileage	6,441,440	6,277,468
Revenue from freight	\$116,229,894	\$124,743,015
Average tons per train	311	305
Average cars per train	18.15	18.03
Average tons per car	17.13	16.91
Average receipts per ton per mile, cent.739	.777

The following is an analysis of the commodities which constituted the freight traffic of 1911 and the preceding year:—

	1910. Tons.	1911. Tons.
Products of agriculture—		
Grain	7,435,573	7,545,516
Flour	1,916,934	2,124,080
Other mill products	1,037,282	1,166,323
Hay	1,084,966	1,611,621
Tobacco	40,880	51,672
Cotton	84,928	114,827
Fruit and vegetables	969,122	957,237
Other products of agriculture	321,666	238,260
Products of animals—		
Live stock	1,314,781	1,437,965
Dressed meats	546,791	561,220
Other packing house products	277,739	369,906
Poultry, game and fish	154,820	189,201
Wool	28,814	42,602
Hides and leather	199,853	211,301
Other products of animals	242,208	378,507
Products of mines:		
Anthracite coal	7,498,509	6,017,858
Bituminous coal	9,166,572	12,514,372
Coke	1,384,254	1,416,632
Ores	3,636,607	3,802,162
Stone, sand, etc.	4,084,968	4,417,290
Other products of mines	381,112	483,922
Products of forests—		
Lumber	7,302,037	7,364,964
Other products of forests	5,766,903	5,873,383
Manufactures—		
Petroleum and other oils	500,167	591,651
Sugar	617,231	614,529
Naval stores	37,007	18,422
Iron, pig and bloom	889,881	887,801
Iron and steel rails	717,081	616,980
Castings and machinery	1,189,214	1,137,218
Bar and sheet metal	568,901	939,916
Cement, brick and lime	2,254,934	2,495,178
Agricultural implements	434,928	540,061
Wagons, carriages, tools, &c.	173,137	205,106
Wines, liquors and beers	245,626	274,162
Household goods and furniture	388,631	412,529
Other manufactures	1,997,541	4,840,434
Merchandise	2,518,190	2,438,089
Miscellaneous	7,073,078	4,981,385

PROPOSED DRY DOCK AT SAULT STE. MARIE.

A shipbuilding plant and dry dock is to be built at Sault Ste. Marie. The company is working under an Ontario charter, with share capital of \$1,200,000 and a proposed bond issue of about \$1,000,000. The dock will rate under class C, or third class and will be entitled under the Dry Docks Act to a subsidy from the Dominion Government of 3 per cent. on cost for 20 years. The town of Sault Ste. Marie has also bonused the company to the extent of \$5,000 per annum for 20 years, with a binding arrangement as to taxes.

The capital is being supplied by a group of French and Belgian capitalists represented by Mr. Charles Casorety, LL.D., C.E., of Paris, France. The contract for construction is to be let at once. The operations at first will be confined to the dry dock, to the marine railway and to shipbuilding. Several orders for vessels have already been promised. Later, it is likely that other lines will be added, such as cars, engines, locomotives and the Williams and Janney power transmission device. This is an initial investment in Canada on the part of these capitalists and it may be followed by other investments of an industrial nature.