

show the growth taking place in western cities, as exemplified in the table following:—

	1901	1906	1911	5 yrs.	10 yrs.
Brandon	5,620	10,408	13,837	32.9	146.2
Edmonton	2,626	11,167	24,882	122.8	847.5
Calgary	4,091	11,976	43,736	265.1	969.0
Fernie	1,873	3,913	3,140	*19.6	66.6
Lethbridge	2,072	2,313	8,048	247.9	288.4
Medicine Hat	1,570	3,020	5,572	84.9	254.9
Moose Jaw	1,558	6,249	13,825	121.2	787.4
Portage la Prairie ..	3,901	5,106	5,885	15.2	50.8
Prince Albert	1,785	3,005	6,254	108.1	250.3
Regina	2,249	6,169	30,210	389.7	1243.2
Saskatoon	113	3,011	12,002	298.6	10521.2
Winnipeg	42,340	90,153	135,430	50.1	219.8
	75,418	156,490	302,827	98.6	301.5

* Decrease—due to miners' strike.

An increase in population always precedes an increase of building, and the quality of the building, structural and architectural, depends upon the monetary standing of the erectors.

With an increase of 174 per cent. in population during the past decade, has come an increase of 51.12 per cent. in building operations in five years in the western sections. This increase is made up thus:—

	1907	1908
Brandon	\$ 704,200	\$ 203,047
Calgary	2,094,264	1,004,520
Edmonton	2,280,210	2,549,847
Fernie	250,000	250,000
Lethbridge	205,000	369,145
Medicine Hat	150,000	138,072
Moose Jaw	546,424	430,925
Portage la Prairie	257,875	120,000
Prince Albert	300,000	200,000
Regina	1,177,840	516,656
Saskatoon	277,211	115,625
Winnipeg	6,309,950	5,513,700
Total	\$14,553,064	\$11,501,037
Compared with previous year per cent...		— 20.91
+ Increase. — Decrease.		

This enormous increase and migration is due to a large extent to the railway companies which are opening new districts with the extension of their steel. The figures of mileage increase for three provinces are as follows:—

Year	Manitoba	Saskatchewan	Alberta
1893	1,470	748	807
1894	1,471	965	807
1895	1,472	965	807
1896	1,470	965	807
1897	1,570	965	807
1898	1,592	965	807
1899	1,603	993	908
1900	1,815	993	908
1901	2,056	1,107	978
1902	2,128	1,102	978
1903	2,224	1,117	978
1904	2,364	1,180	1,020
1905	2,672	1,523	1,020
1906	2,823	1,973	1,200
1907	3,074	2,025	1,323
1908	3,110	2,081	1,323
1909	3,205	2,630	1,323
1910	3,526	3,350	1,774
1911	3,796	4,202	2,111

The increase in mileage of the various companies for two years reads thus:

1910	Man.	Sask.	Alta.	Total
Canadian Pacific Railway	1,529	1,750	1,270	4,549
Canadian Northern Railway.....	1,531	1,183	219	2,933
Grand Trunk Pacific	304	417	285	1,006
Great North	162	162
Total	3,526	3,350	1,774	8,650
1911				
Canadian Pacific Railway	1,595	2,041	1,273	4,909
Canadian Northern Railway	1,735	1,610	393	3,738
Grand Trunk Pacific	304	551	445	1,300
Great North	162	162
Total	3,796	4,202	2,111	10,109
Increase of 1911 over 1910.....	470	852	337	1,459

The Canadian Northern Railway has had a wonderful season of construction this past year. Four thousand four hundred and fifteen miles of Canadian Northern lines are now in operation west of the Great Lakes, and some additional lines are ready for operation as soon as inspection

1909	1910	1911	Change
\$ 350,120	\$ 1,224,385	\$ 1,108,129	— .094
2,420,450	5,589,594	12,709,478	+ 127.39
2,128,161	2,161,356	3,797,525	+ 75.70
1,374,700	325,000	150,000	— 53.84
1,268,215	1,211,310	1,033,980	— 14.69
228,168	427,140	450,000	+ 5.38
512,440	1,071,090	2,475,736	+ 131.09
195,000	362,500	300,000	— 17.12
141,810	662,475	921,145	+ 39.12
744,479	2,416,288	5,088,110	+ 110.59
1,002,055	2,817,771	4,920,000	+ 74.65
9,226,325	15,116,450	17,600,000	+ 15.77
\$19,591,923	\$33,385,359	\$50,554,103	
+ 70.34	+ 70.41	+ 51.12	

has been made by the railway commission. In the past summer 16,686 men were employed in Canadian Northern construction west of Port Arthur.

Allowing an average wage of \$2.50 per day the Canadian Northern Railway would have a monthly pay roll for these men of over one million and a quarter dollars. Every contract on the system from Montreal to Port Mann, opposite Vancouver and Batlott Sound, on Vancouver Island, has been let, and work has commenced on practically every section of the main line. Work on the section from Port Mann to the Yellow Head Pass will continue throughout the winter of 1911-12.

A great deal of winter work will also be carried on between Port Arthur and Sudbury on the eastern section.

It is difficult to compile figures of the standing of private concerns; although on the contrary companies of a semi-private nature, especially those dispensing public commodities are available. Of these are published the annual revenue from public water companies for four years operating in the western provinces:—