## ANALYSIS OF CANADIAN NORTHERN'S TRAFFIC.

In THE CHRONICLE of the 26th October, an analysis of the traffic of the Canadian Pacific Railway, for the year ended 30th June last, was given. The Canadian Northern has just lately issued its report for the year ended the same date. This company is younger by some years than the Canadian Pacific, and its operations necessarily are on a smaller scale. But those who know the history of Messrs. Mackenzie and Mann, the owners of the Canadian Northern, are quite satisfied that they will speedily make of their enterprise, what they set out to make -a third great transcontinental, rivalling the other big systems that stretch across the continent. Indeed, a study of the map attached to the report reveals the fact that already a very important railway system has been evolved. The backbone of the system lies in the fertile district between Port Arthur, on Lake Superior, and Edmonton, which already disputes with Calgary for the honor of being the most important city between Brandon and Vancouver. In this region quite a network of Canadian Northern branch and auxiliary lines exists, and is being added to every year. Lines are under construction from Edmonton west to the British Columbia boundary and north to Athabaska Landing, from Prince Albert in the direction of Fort Churchill on Hudson's Bay, from Brandon west towards Regina, as well as from sundry other points. In the East the line from Toronto to Parry Sound is being continued north to Sudbury where it meets the route of the proposed connecting link from Port Arthur which will, when completed, bind still closer the East and the West. In Quebec Province too, construction work is going on with a view to forwarding the connection with the lines owned in Nova Scotia. This brief sketch of the plans of the men controlling Canadian Northern shows plainly enough that the importance of the system is hardly to be measured by the traffic figures of to-day. The present traffic is but a beginning. That is what lends an additional interest to the figures. For the year ended 30th June, 1906, the gross earnings were \$5,903.755 as compared with \$4,190,211 in 1005; the net earnings were \$2,220,022, against \$1,545,482 in 1005. Fixed charges in 1006, were \$1,500.448, and in 1905, \$1,128,780. And the resulting surplus \$710.574 comparing with \$416,702 the year before. The gross earnings were made up as follows:

| 5                  | 1906.       | 1905.     |
|--------------------|-------------|-----------|
| Passenger traffic  | \$1,062,639 | \$663,935 |
| Freight traffic    | 4,335,933   | 3,061,531 |
| Express and sundry |             | 404,145   |

\$5,903,755 \$4,190,211

The following statistics of the passenger traffic

| are given:                       | 1906.      | 1905.           |
|----------------------------------|------------|-----------------|
| Number of passonrors             | 564,341    | 486,591         |
| Number of passengers             | 7.182.065  | 28,883,378      |
| Passengers, one mile             | 2.522      | cts. 2,591 cts. |
| Earnings, per traffic train mile | \$1.13.002 | \$ 0.92.610     |

Though the number of passengers carried increased but 15.98 p.c., the passenger mileage increased 63.35 p.c., so that notwithstanding a decrease in the amount charged per passenger per mile the total passenger earnings increased 58.99 p.c.

Turning to the freight statistics, there is the following exhibit:

|                              | 1906.       | 1905.       |
|------------------------------|-------------|-------------|
| Tons, carried                | 1,727,002   | 1,368,896   |
| Tons, one mile               | 535,298,197 | 583,834,234 |
| Earnings, per ton, per mile. |             | .793 cts.   |
| Earnings, per traffic, train |             |             |
| mile                         | \$ 2.22.141 | § 2.04.68   |

The increase in the ton mile earnings of .017 cts is probably due to the large increase in the amount of grain carried. Though grain is generally conconsidered a low-grade freight it would yield better returns than say logs and lumber. The increase in the earnings per train mile, both passenger and freight, denotes heavier loaded trains and points to a more economical operation.

The freight carried this year and last is classified thus:

|                          | 1906.       | 1905.       |
|--------------------------|-------------|-------------|
| Flour, sacks             | 483,819     | 414,824     |
| Grain, bush              | 16,192,502  | 9,681,829   |
| Live stock, head.        | 41,588      | 20,299      |
| Logs and lumber, feet    | 171.636,000 | 141,614,000 |
| Firewood, cords.         | 175,675     | 176,365     |
| Fish tons                | 3,175       | 5,770       |
| Immigrants effects, cars | 2,614       | 1,558       |
| Building material, cars. | 8,955       | 5,968       |
| Miscellaneous, tons      | 559,022     | 459,072     |

The most remarkable increase is in grain. Obviously this large gain of nearly six and a half million bushels, or over 66 p.c., is due to two causes, one of which was the big wheat crop of 1005, the other the increase in the mileage and facilities of the Canadian Northern itself, by which it was enabled to handle a larger share of the grain production. The extent of this increase in mileage and facilities is shown by the next table :

| and facilities is shown by the next ta | Die .                     |
|--|---------------------------|
| Mileage Located in 199                 | <ol> <li>1905.</li> </ol> |
| Ostario 35                             | 3.7 353.7                 |
| Manitoha 1.31                          | 2.4 1.180.54              |
| Soskatchewan 60                        | 2.6 298.46                |
| Alberto 16                             | 9.8                       |
| Alberta                                | 3 7 43 7                  |
| Minnesota                              | 0.1 10.1                  |
| 2.48                                   | 2.2 1.876.4               |
| Total                                  | 1 1 586                   |
| Average, mileage operated              | 1,000.                    |
| EQUIPMENT.                             |                           |
| Locomotives                            | 141 106                   |
| flooping and dining cars               | 18 7                      |
| Sleeping and dining cars.              | 77 47                     |
| Passenger coaches                      | 95 15                     |
| Baggage, mail and express cars         | - 107 1 154               |
| Freight refrigerator and stock cars.   | 5,437 4,154               |
|  |                           |

Turning to the operating expenses it is found that the totals for the two years under review were made up as follows:

| Maintenance of way and structures | 1906.<br>\$807,692 | \$ 557,260 |
|-----------------------------------|--------------------|------------|
| Maintenance of equipment          |                    | 410,707    |
| General expenses                  | 209,382            | 161,463    |

\$3,674,732 \$2,644,729

Taken altogether the operating expenses amounted to 62.24 p.c. of gross earnings, as compared with 63.12 p.c. in 1005; the net earnings were 37.76 p.c. of gross, as compared with 36.88 p.c. in 1005.