

Supply—Hudson Bay Railway

about 6,500, considerable traffic is secured from the Prince Albert Lumber Company in lumber shipments destined to various points on the system.

Statement of Grain and Lumber handled off the above line				
Years	1913	1914	1915	1916
Cars of grain.. . . .	1,969	1,069	3,202	2,568
Cars of lumber.. . . .	3,900	3,337	2,405	2,851

Hudson Bay Junction to The Pas—Distance 87 Miles

This line is through timber country. While eventually there may be some farming done, it cannot be classed as desirable from an agricultural standpoint. All material for the construction of the Hudson Bay railway is handled by this line, in fact it is the only line having connection with the government line under construction to Port Nelson.

Statement of Fish, Lumber and Copper Ore handled
from The Pas

Years	1913	1914	1915	1916
Fish.. . . .	29	49	33	54
Ore from March to November 1917, inclusive, 81 cars.				
Lumber.. . . .	143	612	559	731

Welford to St. Brieux—Distance 21 Miles

This line is through an open prairie country well suited for grain growing or mixed farming.

Statement of Grain handled off above line

Years	1913	1914	1915	1916
Number of cars.. . . .	306	163	570	299

Regina to Prince Albert—Distance 249 Miles

Acquired in 1906 by purchase from the Regina, Long Lake and Qu'Appelle Railway. The principal cities are Regina, population say 30,000; Saskatoon, population 24,000 and Prince Albert, population 6,500. The line from Regina to Saskatoon, 160 miles, is through an open prairie country, ranging from flat plains to rolling country and well adapted for grain growing. The only important stream crossed is the South Saskatchewan river at Saskatoon.

From Saskatoon to Prince Albert, a distance of 89 miles, the country for the first 60 miles is open prairie, generally level and grain producing throughout. From Roddick to Prince Albert, a distance of 29 miles, the line is through partly wooded country, adapted for cattle raising and mixed farming.

This line crosses the main line of the company at Warman.

Statement of Grain handled off Regina to Prince Albert
line

Years	1913	1914	1915	1916
	Cars	Cars	Cars	Cars
Regina to Saskatoon.. . . .	4,884	3,430	7,445	5,120
Saskatoon to Prince Albert.	1,071	681	1,028	931
Total.. . . .	5,955	4,111	8,473	6,051

Saskatoon-Calgary Line—Distance 400 Miles

From Saskatoon to Munsen, a distance of 302 miles, the line is through an open prairie country, slightly rolling, well adapted for grain growing and well settled, with villages or towns located at intervals of about seven miles. While the country is only partly under cultivation the yield has been satisfactory as the statement shown below will show. From Munsen to Calgary, a distance of 98 miles, it can be classed as a good mixed farming country, shipping a considerable amount of grain and cattle. From Saskatoon to Hanna, a distance of 262 miles, the company handled 59.3 cars of grain per mile of track for the crop of 1915.

[Mr. Dunning.]

For mileage 312 to 324 and along the Red Deer river is located what is commonly called the Drumheller coalfields—fourteen mines are in operation and have produced up to 136 cars per day. The mine owners claim that this can be increased at any time to 178 cars per day, or approximately 5,500 tons, providing sufficient cars are supplied. Provision must be made, commencing September next, for daily loading of approximately 7,000 tons, all of which must be handled by the Canadian Northern railway.

Statement of Grain shipped off the Saskatoon-
Calgary line

From:	1913				1914				1915				1916			
	Miles	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	
Saskatoon to Kindersley.. 126	3,605	1,863	7,587	4,693												
Kindersley to Hanna.. . . . 136	1,605	901	7,924	5,655												
Hanna to Calgary.. . . . 138	438	390	1,901	1,965												

Total.. . . . 400 5,648 3,154 17,412 12,313

Statement of Coal handled from Drumheller, Alberta

Years	1912	1913	1914	1915	1916	1917
Number of cars.. . . .	287	1,117	4,148	6,236	10,986	20,379

Delisle to Dunblane—Distance 59 Miles

This line is through an open prairie district, ranging from level plains to rolling country, well adapted for grain growing, for mixed farming. From the crop of 1915, the Canadian Northern railway moved 3,317 cars grain, say at 66,000 pounds, carrying a rate of 23 cents per 100 pounds to Port Arthur—\$151.80 per car or total revenue of \$503,530.60, equivalent to \$505 per mile of track from the originating point to Port Arthur, a distance of 997 miles.

Statement of Grain handled off above line

Years	1913	1914	1915	1916
Number of cars.. . . .	1,579	725	3,317	2,362

Elrose Junction to Eston—distance 85 miles

This line is through open prairie country, slightly rolling and well adapted for grain growing. Some of the company's lands are located along this line, which is likely to be extended westward to a connection with the Saskatoon-Calgary line. From the 1915 crop there was shipped 4,056 cars from this line, or 48 cars per mile of track, the revenue from which was approximately \$626,927, the rates to Port Arthur from stations on this line being 23 and 24 cents per 100 pounds, and basing the figures on 66,000 pounds to the car. The above amount provided revenue of \$589.77 for every mile of track from a point midway on this branch to Port Arthur, i.e., 1,063 miles.

Statement of Grain handled off above line

Years	1913	1914	1915	1916
Number of cars.. . . .	844	258	4,056	3,703

Note.—The 1914 was a poor crop. In 1915 the mileage extended from 50 to 85.

Dalmeny to Carleton—distance 36 miles

This branch is open prairie, generally level country and suitable for grain growing.

Statement of Grain handled off above line

Years	1913	1914	1915	1916
Number of cars.. . . .	805	553	942	872

Prince Albert to Denholm—length 117 miles

From Prince Albert westerly for the first 15 miles can be classed as a cattle country, but producing considerable cordwood, which is shipped to Prince Albert and to points south including Saskatoon. From mileage, 15 to Denholm, with one or two small exceptions, the country is open prairie, well suited for grain growing or mixed farming.