

2. The C. P. R. line at present ending at Strassburg continued to meet the Sheho-Saskatoon extension, 75 miles.

3. From Saskatoon west to Daysland, where it meets a spur of 53 miles running out from Wetaskiwin, about 250 miles.

4. From Tuxford, north of Moose Jaw, probably northwest to the Elbow of the Saskatchewan, on the way to meet the new C. P. R. coming east from Lacombe, and already built out to Stettler. Total length of line about 270 miles, of which, at least, the portion to the elbow will be constructed this summer. When complete this line will be an almost direct route to Edmonton.

5. From Sheho to Prince Albert, another continuation of the Yorkton line, though this may not start this summer; about 200 miles.

6. The C. P. R. plans also a railway from Swift Current northwest to a point on the proposed Lacombe-Moose Jaw line; about 200 miles.

7. A cut-off from the Sault line to some point on the Arcola-Regina branch, so that the 40-mile jog from Moose Jaw back to Regina may be saved for passengers going up into the Saskatoon and Prince Albert district.

**Canadian Northern Lines.**

1. The main line is already completed between Winnipeg and Edmonton, 827 miles, on the one hand, and between Winnipeg and Port Arthur on the other, 439 miles.

2. The C. N. R. line from Dauphin to Prince Albert, 320 miles, is already running to Melfort, 302 miles, and through trains to Prince Albert will begin on June 3.

3. From Edmonton northwest to Morinville, about 40 miles. This is the beginning of the section that will ultimately go on to the mountains and through to the coast.

4. The C. N. R. has recently connected its line to Hartney with Virden, on the C. P. R., giving that place and points west a double service east and south; about 40 miles.

5. From Swan River on its Prince Albert branch to run between the two existing C. N. R. lines, and to connect eventually with the main line at a point a few miles east of Battleford; 375 miles.

6. Present line to Prince Albert to be continued to connect with the main line a few miles east of Battleford; 150 miles.

7. A C. N. R. line was located last winter from Erwood, on the Prince Albert branch, to Pas Mission, better known as "The Pas," on Cedar River. This will be the most northerly piece of rail in Canada, and will doubtless be ultimately continued to the Hudson's Bay; distance from Erwood to the Pas, about 100 miles.

8. There is a charter for a railway running from Prince Albert to Battleford and Edmonton, on the south side of the Saskatchewan, and it is surmised that the C. N. R. is at the back of the enterprise; about 375 miles.

9. Short line now running to Rossburn continued to connect with the main line at Kamsack; 100 miles.

10. A seventeen-mile spur will connect the C. N. R. main line with Saskatoon, on the Prince Albert branch of the C. P. R.

11. The line running from Portage la Prairie to Delta (Lake Manitoba), will be continued up to the west side of Lake Manitoba, and connecting with the C. N. R. line at Dauphin; about 110 miles.

12. The line from Winnipeg to Oak Point, on the east side of Lake Manitoba, will be continued north, crossing the lake at the Narrows, and connecting with the main line at Dauphin; about 200 miles.

13. The C. N. R. has expressed its desire to build from Morris across to the Port Arthur section of the main line, provided that the Provincial Government will build a bridge across the Red River at Morris; 100 miles.

**Grand Trunk Pacific Lines.**

1. There is, of course, first the Grand Trunk Pacific main line from Winnipeg to Edmonton, the prairie section of the transcontinental line; 900 miles.

2. A branch line from Saskatoon, through which the main line is expected to run, to Calgary; about 400 miles.

3. Regina will be connected with the main line of the G. T. P. in the Touchwood Hills district; about 100 miles.

4. From Prince Albert to Calgary, crossing the main G. T. P. line at Battleford; about 500 miles.

**The Hill Lines.**

These are not very definitely planned, so far as the public knows at present, however, of the many branches which the Hill road will throw out, there is already under construction and being pushed rapidly that from Boissevain to Brandon; about 100 miles. The Portage & Midland Railway Company is building from the boundary north to Portage la Prairie through Morden. Work on this branch also is being rapidly pushed. This also is a Hill line, though not constructed in his name; about 100 miles.



**CANADIAN BACON IN ENGLAND.**

The Canadian trade agent in Birmingham, Mr. P. B. Ball, speaks in a recent report to the Department of Trade and Commerce at Ottawa, very encouragingly of the increase in Great Britain's imports of Canadian bacon. He gives the official figures of the importations of that article from Canada and other countries for the last two years, as follows:—

From.	Increase Decrease			
	1905.	1904.	over 1904.	from 1904.
	Cwt.	Cwt.	Cwt.	Cwt.
Denmark . . . . .	1,471,687	1,723,884	.....	252,197
United States . . . . .	2,755,233	2,806,108	.....	50,875
Canada . . . . .	1,191,390	829,883	361,507	.....
Other countries . . . . .	80,650	92,436	.....	11,786
Totals . . . . .	5,498,960	5,452,311	361,507	314,858

This shows a net increase of 46,649 cwt. in the past year's imports of bacon, more than made up of Canadian selections alone. That this was not merely a temporary or fitful expansion in the consignments hither of Canadian bacon is clearly proved by the fact that Great Britain's imports for the first three months of this year were on the same enlarged scale, the increase from Canada being 94,320 cwt., and from the United States 23,068 cwt., Denmark showing a decrease of 25,908 cwt., and other countries 7,063 cwt. And it must be remembered that the Canadian bacon trade is young, as compared with that of Denmark or of the United States.



**THE DRY GOODS TRADE.**

The tendency towards advancing prices is still highly noticeable in both woollens and linen textiles. In the case of the latter this is due partly to the anticipated poorness of the crop of flax, at least in Europe. With wool, it would appear that the reason probably lies more deepseated; that is to say that the consumption is larger than the supply, taking the world as a whole. Strictly speaking, perhaps, this is scarcely so; because taking the last two or three years of great firmness in this staple, stocks have always, with but few exceptions, been in advance of immediate requirements. Nevertheless, they have only kept this position, as it were, on account of prices being so high that manufacturers and consumers held back from purchasing as long as they possibly could. Of course they acted on the assumption that prices would surely decline after a while. The final outcome has proved that holders were warranted in their waiting