Bathurst, N.B., to a zinc, lead and copper mining development, and a survey report was made on the possible construction of a 57-mile line between Matane and Ste. Anne des Monts in the Gaspe region of Quebec. The CPR completed a 16-mile branch line south from Bredenbury, Sask., to serve a new mineral development and the PGE began construction of a 100-mile extension in northern British Columbia, which will leave the existing main line about 35 miles north of Prince George; it is scheduled for completion in 1965.

While new construction has added considerably to first main track milage placed in operation in the past few years, other lines have been abandoned because they have become unprofitable. Thus, new milage is not reflected in the totals shown in Table 1.

1.—Railway Track Milage Operated, 1900-61

NOTE.—Figures of total milage of first main track operated for 1835-1909 are given in the 1941 Year Book, p. 546; for 1911-14 in the 1954 edition, p. 786; for 1916-24 in the 1955 edition, p. 830; and for 1926-49 in the 1956 edition, p. 792.

FIRST MAIN TRACK MILAGE		TRACK MILAGE BY AREA AND TYPE				
Year	Miles in Operation	Area and Type of Track	1958	1959	1960	1961
	No.		No.	No.	No.	No.
		First Main—				
1900	17,657	Newfoundland	934	934	934	933
1905	20,487	Prince Edward Island	285	285	284	279
1910	24,731	Nova Scotia	1,336	1,333	1,316	1,298
1915	34,882	New Brunswick	1,818	1,818	1,783	1,783
1920	38,805	Quebec	5,096	5,228	5,228	5,224
1925	40,350	Ontario	10,467	10,421	10,245	10,188
1930	42,047	Manitoba	5,004	5,004	5,056	4,954
1935	42,916	Saskatchewan	8,721	8,721	8,721	8,606
1940	42,565	Alberta	5,679	5,680	5,679	5,689
1945	42,352	British Columbia	4,388	4,388	4,386	4,338
1950[1]	42,979	Yukon Territory	58	58	58	58
1951	42,956	United States	339	339	339	339
1952	42,953					
1953	43,163	Totals, First Main	44,125	44,209	44,029	43,689
1954	43,132					
1955	43,444	Second main	2,444	2,350	2,243	2,150
1956	43,652	Other main	—	—	45	48
1957	43,890	Industrial	1,216	1,219	1,248	1,262
1958	44,125	Yard and sidings	11,534	11,616	11,628	11,633
1959	44,209					
1960	44,029					
1961	43,689	**Grand Totals**	**59,319**[2]	**59,394**[3]	**59,193**[3]	**58,782**[4]

[1] Newfoundland included from 1950. [2] Excludes 51 miles of joint track. [3] Excludes 52 miles of joint track. [4] Excludes 53 miles of joint track.

Rolling-Stock.—Although the figures of Table 2 show the number of the different types of rolling-stock in operation at Dec. 31 of the years 1955 to 1961, they do not by any means give a complete picture of rolling-stock capacity for service. Each year hundreds of units, particularly freight cars, are retired and replaced by more efficient equipment, much of it specially designed and engineered for specific hauling jobs. Improvement in the efficiency of car use is also a factor that may reduce the amount of equipment required. Between 1955 and 1961 the average capacity of box cars increased from 45.8 tons to 47.2 tons, of gondola cars from 64.4 tons to 65.5 tons, flat cars from 45.6 tons to 48.1 tons, hopper cars from 64.6 tons to 67.0 tons, ore cars from 63.3 tons to 79.4 tons and of all freight cars from 48.6 tons to 51.6 tons. The average tractive power of locomotives advanced during the same period from 42,701 lb. to 56,597 lb. Table 2 shows the increasing number of diesel locomotives in service. The Canadian National Railways