



8.—Earnings and Operating Expenses of Steam Railways per Mile of Line and per Train Mile, for the years ended June 30, 1915-19, and the calendar years 1919-29.

Year.	Per Mile of Line.			Per Train Mile.	
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Operating Expenses.
1915 (June 30)	\$ 5,616	\$ 4,152	\$ 1,464	\$ 2-144	\$1-585
1916 "	6,943	4,823	2,120	2-358	1-623
1917 "	8,051	5,774	2,277	2-683	1-925
1918 "	8,581	7,119	1,462	3-006	2-494
1919 "	9,947	8,879	1,068	3-683	3-292
1919 (Dec. 31)	10,568	9,745	923	3-817	3-520
1920 "	12,626	12,270	356	4-192	4-074
1921 "	11,636	10,735	901	4-376	4-038
1922 "	11,196	10,008	1,188	4-095	3-660
1923 "	12,098	10,434	1,664	4-199	3-630
1924 "	11,233	9,548	1,685	4-053	3-473
1925 "	11,383	9,222	2,161	4-166	3-402
1926 "	12,278	9,653	2,625	4-347	3-431
1927 "	12,350	10,047	2,303	4-269	3-487
1928 "	13,840	10,791	3,049	4-509	3-541
1929 "	13,067	10,595	2,472	4-540	3-681

A summary analysis of passenger and freight traffic statistics for recent years is given in Table 9, showing among other things a decline in average receipts per passenger per mile from 3.04 cents in 1921 to 2.77 cents in 1929, and a decline in the average number of passengers per train from 70 in 1919 and 64 in 1920 to 56 in 1929. Similarly, freight traffic statistics show a reduction in freight receipts per ton per mile from 1.200 cents in 1921 to 1.099 cents in 1929. The average haul for freight has been revised to show the average for all railways instead of for each railway, thereby eliminating the effects of consolidations of railways and of interchanging freight between Canadian railways. The passenger traffic has shown the effects of the competition of motor vehicles, both public and private, which in 1915, numbered less than 100,000, while in 1929 they numbered about 1,200,000. The average revenue per passenger in-