

mont Railway. Also, against the special deposit with the Minister of Finance of \$39,847,699, were temporary loans of \$32,601,600 not included as long term debt shown in Tables 22 and 23.

24.—Assets of the Canadian National Railways System, Dec. 31, 1923 and 1929.

Account No.	Account.	Dec. 31, 1923.	Dec. 31, 1929.	Increase (+) or Decrease (-).
	INVESTMENTS—	\$	\$	\$
701	Investment in road and equipment.....	1,810,908,126	2,038,398,433	+ 227,490,307
702	Improvements on leased railway property.....	4,625,329	2,707,483	- 1,917,846
703	Sinking funds.....	11,637,252	17,061,985	+ 5,424,743
704	Deposits in lieu of mortgaged property sold.....	391,730	5,073,405	+ 4,681,675
705	Miscellaneous physical property.....	38,692,890	53,816,942	+ 15,124,052
706	Investments in affiliated companies.....	28,397,822	46,241,160	+ 17,843,238
707	Other investments.....	4,754,338	5,348,073	+ 593,735
	Totals.....	1,899,467,587	2,168,647,491	+ 269,239,904
	CURRENT ASSETS—			
708	Cash.....	20,498,997	18,233,300	- 2,265,697
711	Special deposits.....	7,860,845	7,833,251	- 27,594
	Special deposits, Minister of Finance.....	-	39,847,699	+ 39,847,699
712	Loans and bills receivable.....	44,868	-	- 44,868
	Traffic and car service balances receivable.....	2,974,797	1,574,980	- 1,399,816
714	Net balances receivable from agents and conductors.....	5,575,839	6,211,400	+ 635,561
715	Miscellaneous accounts receivable.....	11,339,706	10,051,758	- 1,287,948
	Dominion Government, operating deficit on Eastern Lines.....	-	883,643	+ 883,643
716	Materials and supplies.....	53,772,174	42,582,882	- 11,189,292
717	Interest and dividends receivable.....	409,185	1,236,074	+ 826,889
718	Rents receivable.....	288,448	130,670	- 157,779
719	Other current assets.....	87,102	771,693	+ 684,591
	Totals.....	102,851,941	129,351,350	+ 26,499,389
	DEFERRED ASSETS—			
720	Working fund advances.....	478,346	336,967	- 141,379
721	Insurance and other funds.....	5,708,442	10,480,455	+ 4,772,013
722	Other deferred assets.....	6,497,045	9,725,567	+ 3,228,522
	Totals.....	12,683,833	20,542,989	+ 7,859,156
	UNADJUSTED DEBITS—			
723	Rents and insurance premiums paid in advance.....	50,851	287,059	+ 236,208
724	Discount on capital stock.....	193,500	189,710	- 3,790
725	Discount on funded debt.....	2,272,093	11,087,025	+ 8,814,932
727	Other unadjusted debits.....	6,399,226	3,773,295	- 2,625,930
	Totals.....	8,915,670	15,337,089	+ 6,421,420
	Grand Totals.....	2,023,859,050	2,333,578,919	+ 310,019,869

¹In 1926 the Hudson Bay Railway, with a ledger value of \$14,944,870, was transferred to the Department of Railways and Canals and in 1928 Canadian Government Railways property, with a ledger value of \$13,477,505, was transferred to the Halifax and Saint John Harbour Commissions; consequently the gross increase was \$28,422,375 greater, or \$255,912,681.

PART III.—ELECTRIC RAILWAYS.¹

The cheap and reasonably rapid conveyance of human beings is a necessity of modern urban life and is supplied throughout Canada by the electric street railway, generally operated by hydro-electric energy which is so important a feature of Canadian economic life.

Historical.—Replacing the horse car systems, used in Montreal and Toronto as early as 1861, electric street railways were first seen in operation in Canada in 1885, when a successful experimental railway was constructed and operated at the Toronto Exhibition grounds. Before many years their safety and convenience

¹Revised and checked by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. This Branch publishes an annual report on Electric Railways in Canada.