

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 1919-30.

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	3,633	3,282
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	4,088
1922 ( " )	11,196	10,008	1,188	4,095	3,660
1923 ( " )	12,098	10,434	1,664	4,199	3,630
1924 ( " )	11,263	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 ( " )	13,068	10,458	2,472	4,540	3,081
1930 ( " )	10,897	9,049	1,747	4,221	3,538

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 2.76 cents in 1930, and a decline in the average number of passengers per train from 70 in 1919 and 64 in 1920 to 48 in 1930. Similarly, freight traffic statistics show a reduction in freight receipts per ton per mile from 1.200 cents in 1921 to 1.090 cents in 1930. 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 1930 they numbered over 1,200,000. The average revenue per passenger increased in 1918 and 1919 with increases in rates, but the increases in later years have been largely due to decreases in the short haul traffic. The increases in freight train loading and train revenues have been due to the use of larger and more powerful locomotives.

9.—Summary Analysis of Statistics of Passenger and Freight Services and Receipts, for the years ended June 30, 1915-19, and the calendar years 1919-30.

PASSENGERS.

Year.	Passengers Carried.	Passengers Carried one Mile.	Passengers Carried one Mile per Mile of Line.	Average Receipts per Passenger Mile.
	No.	No.	No.	cents.
1915 (June 30)	46,322,035	2,483,708,745	69,802	2.02
1916 ( " )	43,503,459	2,727,122,648	72,611	1.95
1917 ( " )	48,106,530	3,150,127,428	79,829	1.95
1918 ( " )	44,948,638	3,161,082,402	82,140	2.12
1919 ( " )	43,754,194	3,074,664,369	79,859	2.56
1919 (Dec. 31)	47,940,456	3,668,492,716	94,625	2.63
1920 ( " )	51,318,422	3,522,494,856	90,376	2.92
1921 ( " )	46,793,251	2,960,583,955	75,219	3.04
1922 ( " )	44,383,620	2,814,113,531	71,497	2.82
1923 ( " )	44,834,337	3,078,341,444	77,805	2.76
1924 ( " )	42,921,809	2,872,333,579	72,355	2.79
1925 ( " )	41,458,084	2,910,760,047	72,771	2.69
1926 ( " )	42,686,166	2,998,952,309	74,595	2.71
1927 ( " )	41,840,550	3,051,784,039	73,522	2.69
1928 ( " )	40,592,792	3,140,860,693	77,110	2.67
1929 ( " )	39,070,893	2,897,214,817	70,583	2.77
1930 ( " )	34,698,767	2,422,874,877	58,123	2.76