

by the change in the rates. The Act provides that any deficit from the operation of these lines shall be met by a separate appropriation by the Dominion Government. For the six months, July-December, 1927, and the calendar years 1928, 1929 and 1930, the Eastern Lines reported losses in revenues due to these reductions in rates of \$931,810, \$2,151,528, \$2,451,818 and \$2,362,205, respectively, and the deficit was therefore increased by those amounts. The total paid to privately owned railways under the Act was \$421,655 for the six months of 1927, \$828,893 for 1928, \$811,149 for 1929 and \$861,195 for 1930. The four operating regions of the Canadian National Railways system were somewhat altered in consequence of the Maritime Freight Rates Act and are now divided as follows: the Eastern Lines, including far the greater part of the former Atlantic region and the lines west to Lévis and Diamond Junction, a total of 3,342.39 miles; the Central Region, from Lévis and Diamond Junction west to Port Arthur and Armstrong, including the line in the United States to Portland, Maine, a total of 7,645.48 miles; the Western Region, including all lines west of Port Arthur and Armstrong; with the Duluth, Winnipeg and Pacific, a total of 11,299.34 miles; the Grand Trunk Western, the lines in the States of Michigan, Indiana and Illinois, 1,019.13 miles; and the Central Vermont lines, 461.62 miles.

The Quebec Bridge across the St. Lawrence above Quebec city, with a main span of 1,800 ft., carrying a single track railway and accommodation for motor and pedestrian traffic, forms a connecting link in the Canadian National Railways system and is operated as a part of it.

Table 20 shows some of the more important train traffic statistics of Canadian National Railways operation for the years 1929 and 1930 (excluding the Eastern Lines and the Central Vermont Railway for January. These lines were included in the similar table on pp. 663-4 of the 1927-28 Year Book).

In order to enable a comparison to be made between the 1929 and 1930 figures, the 1929 figures have been adjusted by inclusion of the data for the Central Vermont lines for the eleven months from Feb. 1st.

20.—Canadian National Railways (Canadian and U.S. Lines) Train Traffic Statistics, for the calendar years 1929 and 1930.²

Item.	1929. ¹	1930. ¹
Train Mileage—		
Passenger trains.....	22,504,904	21,892,502
Freight trains.....	29,645,223	24,843,220
Mixed trains.....	2,713,746	2,555,803
Special trains.....	34,400	20,818
Unit cars.....	1,040,774	1,226,938
Totals, Train Miles³.....	55,939,047	50,539,281
Car mileage—		
Passenger—		
Coaches, parlour, sleeping and dining cars.....	113,441,660	109,117,011
Baggage, mail, express, etc.....	50,907,028	53,091,597
Totals, Passenger Train Car Miles³.....	170,349,288	162,208,608
Freight—		
Loaded freight car miles.....	846,135,472	700,156,440
Empty freight car miles.....	384,670,175	341,003,533
Caboose miles.....	31,824,339	26,815,748
Totals, Freight Train Car Miles³.....	1,262,629,986	1,067,975,721

¹ See end of table, next page, for footnotes.