

20.—Canadian National Railways (Canadian and U.S. Lines) Train Traffic Statistics, for the calendar years 1929 and 1930—concluded.

Item.	1929. ¹	1930. ¹
Passenger Traffic—		
Passengers carried (earning revenue).....	16,044,450	14,013,390
Passengers carried (earning revenue) one mile.....	1,203,407,851	1,009,434,458
Passenger train miles per mile of road.....	1,184	1,140
Average passenger journey—miles.....	75.32	72.03
Average amount received per passenger.....	\$ 2.065	1.965
Average amount received per passenger mile.....	\$ 0.0274	0.0273
Average number of passengers per train mile.....	50.24	42.85
Average number of passengers per car mile.....	11.42	9.98
Revenue from passengers per passenger car mile.....	\$ 0.3185	0.2723
Total passenger train earnings per train mile.....	\$ 2.22	1.92
Total passenger revenue per mile of road.....	\$ 2,685.57	2,233.59
Freight Traffic—		
Tons of revenue freight carried.....	63,840,670	50,411,048
Tons of revenue freight carried one mile.....	17,834,489,701	15,156,633,624
Tons of non-revenue freight carried one mile.....	2,463,049,725	1,739,252,975
Total tons (all classes) freight carried one mile.....	20,297,539,426	16,895,886,599
Tons of revenue freight carried one mile per mile of road.....	891,335	743,369
Total tons (all classes) freight carried one mile per mile of road.....	1,014,677	829,146
Average number of tons revenue freight per train mile.....	556.59	559.09
Average number of tons (all classes) freight per train mile.....	633.61	623.60
Average number of tons (all classes) freight per loaded car mile.....	23.86	24.02
Average haul revenue freight—miles.....	279.36	300.66
Freight revenue per loaded car mile.....	\$ 0.28622	0.23410
Freight revenue per train mile.....	\$ 6.27	6.08
Freight revenue per mile of road.....	\$ 10,046.33	8,081.33
Freight revenue per ton.....	\$ 3.12972	3.25046
Freight revenue per ton mile.....	\$ 0.01120	0.01081

¹Excludes Central Vermont Railway up to Feb. 1, Eastern Lines and electric lines.

²For detailed statistics of the operation and finances of the Canadian National Railways during 1930 see the annual report of the Department of Railways and Canals for the fiscal year ended Mar. 31, 1931, and Steam Railway Statistics, 1930, published by the Dominion Bureau of Statistics, also annual report of the Canadian National Railways. ³Work service excluded.

Operating Finances of the Canadian National Railways.—In Table 21 “Canadian Lines” include those of the Canadian Northern system, the Grand Trunk Railway of Canada, the Grand Trunk Pacific and the Canadian Government Railways. The “United States Lines” include those lines known as the New England line, the Grand Trunk Western, the Duluth, Winnipeg and Pacific and the Central Vermont from Feb. 1, 1930. The Hudson Bay Railway was returned to the Government while under construction, and appropriations, etc., for this were not included with the 1926 data. The Maritime Freight Rates Act necessitated the segregation of the Eastern Lines which have been kept separate since July 1, 1927.

Gross revenues, operating expenses and net revenues shown in this table include only those from steam railway operations, with the exception that commercial telegraph operations are included in the figures for 1927, 1928, 1929 and 1930, but the deficits are for the entire system, including the operating results of the Niagara, St. Catharines and Toronto Railway (electric) and other railways operated separately, hotels, commercial telegraphs, coastal steamships and all other outside operations.

Up to 1928 there was a marked improvement over the results of the first year after consolidation (1923), when the deficit was \$51,697,675, but the light traffic in 1930 so reduced gross revenues that, with increased interest charges, the deficit increased from \$46,099,250 in 1929 to \$68,279,770.