

are controlled jointly by the Canadian National and the Canadian Pacific Railways), was 23,750.03. Including the Thousand Islands Railway, 4.51, and the Muskegon Railway and Navigation Co., 5.25, controlled but separately operated, the total steam mileage was 23,759.79. Including 121.11 miles of electric lines, the grand total was 23,880.90.

The Maritime Freight Rates Act (17 Geo. V, c. 44), effective July 1, 1927, ordered that the accounts of the Canadian National lines east of Lévis and Diamond Junction, Quebec, be kept separate from those of the remainder of the Canadian National system. These lines were designated the "Eastern Lines" of the Canadian National Railways. The Act ordered that specified freight rates on the Eastern Lines be reduced by 20 p.c. Other railways were allowed to make similar reductions in their freight rates in that territory and to bill on the Board of Railway Commissioners of Canada for the difference in freight receipts due to such reductions. The Government contributions to the deficits of the Eastern Lines are shown in Table 22. The differences between the reduced rates and the normal rates are treated as revenues by the Canadian National Railways and paid by the Dominion Government. The total paid to privately-owned railways under the Act was \$421,655, \$828,893, \$811,149, \$861,195, \$669,673, \$508,233 and \$611,130, respectively, for 1927-33.

For operation the Canadian National Railways system is divided into five divisions: the Atlantic division, including all lines east of Rivière du Loup and Monk, Quebec, 3,339 miles; the Central division, west from these stations to Port Arthur and Armstrong and south to Portland, Maine, 7,529 miles; the Western division, all lines west of Port Arthur and Armstrong including the line to Duluth, 11,419 miles; the Grand Trunk Western, all lines in Michigan, Indiana and Illinois, 1,008 miles; and the Central Vermont from Iberville, Quebec, to New London, Connecticut, 455 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 19 shows some of the more important train traffic statistics of Canadian National Railways operation for the years 1932 and 1933.

19.—Canadian National Railways (Canadian and U.S. Lines) Train Traffic Statistics, for the calendar years 1932 and 1933.²

Item.	1932. ¹	1933. ¹
Train Mileage—		
Passenger trains.....	17,397,020	16,052,377
Freight trains.....	21,357,120	19,094,866
Mixed trains.....	3,895,143	4,060,829
Special trains.....	15,238	20,796
Unit cars.....	1,681,366	1,603,385
Totals, Train Miles³.....	44,345,887	40,832,253
Car Mileage—		
Passenger—		
Coaches, parlour, sleeping and dining cars.....	89,603,187	83,455,743
Baggage, mail, express, etc.....	49,408,912	45,732,115
Totals, Passenger Train Car Miles³.....	139,012,099	129,187,858
Freight—		
Loaded freight-car miles.....	558,647,346	525,249,472
Empty freight-car miles.....	296,919,208	268,166,292
Caboose miles.....	22,915,128	21,068,157
Totals, Freight Train Car Miles³.....	878,481,682	814,483,921

See end of table, next page, for footnotes.