

**19.—Canadian National Railways (Canadian and U.S. Lines) Train Traffic Statistics, for the calendar years 1932 and 1933<sup>2</sup>—concluded.**

| Item.   | 1932. <sup>1</sup> | 1933. <sup>1</sup> |
|---|--------------------|--------------------|
| <b>Passenger Traffic—</b>   |                    |                    |
| Passengers carried (earning revenue).....                               | 10,364,194         | 9,434,812          |
| Passengers carried (earning revenue) one mile.....                      | 686,127,762        | 664,977,117        |
| Passenger train miles per mile of road.....                             | 803                | 744                |
| Average passenger journey—miles.....                                    | 66.20              | 70.48              |
| Average amount received per passenger.....\$                            | 1.6653             | 1.5933             |
| Average amount received per passenger mile.....\$                       | 0.02515            | 0.02261            |
| Average number of passengers per train mile.....                        | 34.50              | 35.87              |
| Average number of passengers per car mile.....                          | 8.14               | 8.42               |
| Revenue from passengers per passenger car mile.....\$                   | 0.20475            | 0.19024            |
| Total passenger train earnings per train mile.....\$                    | 1.59               | 1.50               |
| Total passenger revenue per mile of road.....\$                         | 1,331.40           | 1,174.19           |
| <b>Freight Traffic—</b>   |                    |                    |
| Tons of revenue freight carried.....                                    | 34,376,605         | 31,368,058         |
| Tons of revenue freight carried one mile.....                           | 12,817,508,963     | 11,550,194,043     |
| Tons of non-revenue freight carried one mile.....                       | 1,179,198,114      | 1,283,211,921      |
| Total tons (all classes) freight carried one mile.....                  | 13,996,707,077     | 12,833,405,964     |
| Tons of revenue freight carried one mile per mile of road.....          | 537,138            | 484,397            |
| Total tons (all classes) freight carried one mile per mile of road..... | 536,742            | 538,442            |
| Average number of tons revenue freight per train mile.....              | 522.45             | 516.32             |
| Average number of tons (all classes) freight per train mile.....        | 570.70             | 573.92             |
| Average number of tons (all classes) freight per loaded car mile.....   | 24.97              | 24.34              |
| Average haul revenue freight—miles.....                                 | 372.86             | 368.22             |
| Freight revenue per loaded car mile.....\$                              | 0.21614            | 0.21388            |
| Freight revenue per train mile.....\$                                   | 4.94               | 5.04               |
| Freight revenue per mile of road.....\$                                 | 5,077.90           | 4,730.62           |
| Freight revenue per ton.....\$  | 3.51155            | 3.58069            |
| Freight revenue per ton mile.....\$                                     | 0.00942            | 0.00972            |

<sup>1</sup> Excludes electric lines.

<sup>2</sup> For detailed statistics of the operation and finances of the Canadian National Railways during 1933 see the annual report of the Department of Railways and Canals for the fiscal year ended Mar. 31, 1934, and Steam Railway Statistics, 1933, published by the Dominion Bureau of Statistics, also the annual report of the Canadian National Railways.

<sup>3</sup> Work service excluded.

**Operating Finances of the Canadian National Railways.**—In Table 20 "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 and later data. The Maritime Freight Rates Act necessitated the segregation of the Eastern Lines, which were kept separate from July 1, 1927, but as a result of the "Duff Report" are again included with those of the Canadian Lines.

Gross revenues, operating expenses and net revenues shown in Table 20 include only those from steam railway and commercial telegraph operations, 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, including profit and loss adjustments, was \$54,634,322, but the light traffic in 1932 so reduced gross revenues that, with increased interest charges, the deficit increased to \$101,335,074. It was reduced slightly in 1933 to \$97,651,957.

The figures of Table 20 are taken from the accounts of the railways as at Dec. 31, 1933. Adjustments have been made which result in minor changes in the items of interest and deficits for former years.