

24.—Assets of the Canadian National Railways System, Dec. 31, 1922 and 1933
—concluded.

| Account. | Dec. 31, 1922. | Dec. 31, 1933. | Increase (+) or Decrease (-). |
|---|----------------------|----------------------|-------------------------------------|
| | \$ | \$ | \$ |
| CURRENT ASSETS— | | | |
| Cash..... | 14,651,422 | 9,120,265 | - 5,531,157 |
| Special deposits..... | 6,139,435 | 6,479,093 | + 339,658 |
| Loans and bills receivable..... | 11,600 | 210,000 | + 198,400 |
| Traffic and car service balances receivable..... | 2,528,622 | 889,676 | - 1,638,946 |
| Net balances receivable from agents and conductors..... | 5,386,673 | 3,254,760 | - 2,131,913 |
| Miscellaneous accounts receivable..... | 16,857,420 | 4,724,760 | - 12,132,660 |
| Dominion Government—Balance due on deficit contributions..... | - | 13,257,698 | + 13,257,698 |
| Materials and supplies..... | 41,408,999 | 28,542,598 | - 12,866,401 |
| Interest and dividends receivable..... | 377,003 | 582,456 | + 205,453 |
| Rents receivable..... | 112,269 | 55,086 | - 57,183 |
| Other current assets..... | 106,775 | 514,223 | + 407,448 |
| Totals, Current Assets..... | 87,580,218 | 67,630,615 | - 19,949,603 |
| DEFERRED ASSETS— | | | |
| Working fund advances..... | 166,847 | 220,481 | + 53,634 |
| Insurance and other funds..... | 352,488 | 11,671,430 | + 11,318,942 |
| Other deferred assets..... | 11,805,962 | 7,322,577 | - 4,483,385 |
| Totals, Deferred Assets..... | 12,325,297 | 19,214,488 | + 6,889,191 |
| UNADJUSTED DEBITS— | | | |
| Rents and insurance premiums paid in advance..... | 322,059 | 220,454 | - 101,605 |
| Discount on capital stock..... | 634,960 | 189,620 | - 445,340 |
| Discount on funded debt..... | 1,919,635 | 14,481,197 | + 12,561,562 |
| Other unadjusted debits..... | 12,820,903 | 3,918,918 | - 8,901,985 |
| Totals, Unadjusted Debits..... | 15,697,557 | 18,810,189 | + 3,112,632 |
| Grand Totals..... | 1,958,931,203 | 2,366,012,872 | + 407,981,669 |

PART III.—ELECTRIC RAILWAYS.*

The cheap and reasonably rapid conveyance of human beings is a necessity of modern urban life. One important means by which this necessity is supplied throughout Canada is the electric street railway, generally operated by the hydro-electric energy which is so important a feature of Canadian economic life.

Historical.—Replacing the horse-car systems, used in Montreal and Toronto as early as 1861, electric street railways were first seen in operation in Canada in 1885, when a successful experimental railway was constructed and operated at the Toronto Exhibition grounds. Before many years their safety and convenience resulted in the discarding of the older system. An electric system 7 miles in length was opened at St. Catharines in 1887, using the double overhead trolley. The second electric railway in Canada commenced operations in Vancouver, in June, 1890. This was followed by the completion of the Ottawa Electric Railway in 1891, and the electrification of the Montreal and Toronto systems in 1892. The

* Revised and checked by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. This Branch publishes an annual report on Electric Railways in Canada.