

7.—Distribution of Operating Expenses of Steam Railways, calendar years 1931-34.

Item of Expenditure.	1931.		1932.		1933.		1934.	
	\$	p.c.	\$	p.c.	\$	p.c.	\$	p.c.
Way and structures.....	66,109,521	20.59	50,527,939	19.69	48,226,441	20.69	53,502,807	21.23
Equipment.....	65,132,979	20.29	49,583,336	19.32	47,962,504	20.57	54,004,990	21.43
Traffic expenses.....	17,559,744	5.47	13,233,968	5.15	11,814,750	5.07	11,517,145	4.5
Transportation.....	156,468,783	48.74	129,148,955	50.32	112,329,273	48.18	118,639,517	47.08
General and misc. expenses.	15,754,561	4.91	14,174,177	5.52	12,800,140	5.49	14,335,208	5.69
Totals.....	321,025,588	100.00	256,668,375	100.00	233,133,108	100.00	251,999,667	100.00

8.—Earnings and Operating Expenses of Steam Railways per Mile of Line and per Train Mile, for the years ended June 30, 1915-19, and the calendar years 1919-34.

Year.	Per Mile of Line.			Per Train Mile.	
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Operating Expenses.
	\$	\$	\$	\$	\$
1915 (June 30).....	5,616	4,152	1,464	2.144	1.585
1916 (").....	6,943	4,823	2,120	2.358	1.623
1917 (").....	8,051	5,774	2,277	2.683	1.925
1918 (").....	8,581	7,119	1,462	3.006	2.494
1919 (").....	9,947	8,879	1,068	3.683	3.292
1919 (Dec. 31).....	10,568	9,745	823	3.817	3.520
1920 (").....	12,626	12,270	356	4.192	4.074
1921 (").....	11,636	10,735	901	4.376	4.038
1922 (").....	11,196	10,008	1,188	4.095	3.660
1923 (").....	12,098	10,434	1,664	4.199	3.630
1924 (").....	11,233	9,548	1,685	4.053	3.473
1925 (").....	11,383	9,222	2,161	4.166	3.402
1926 (").....	12,278	9,653	2,625	4.347	3.431
1927 (").....	12,350	10,047	2,303	4.269	3.487
1928 (").....	13,840	10,791	3,049	4.509	3.541
1929 (").....	13,068	10,596	2,472	4.540	3.681
1930 (").....	10,897	9,133	1,764	4.221	3.538
1931 (").....	8,502	7,612	890	3.837	3.435
1932 (").....	6,922	6,055	867	3.609	3.157
1933 (").....	6,365	5,400	875	3.655	3.153
1934 (").....	7,111	5,956	1,155	3.734	3.128

A summary analysis of passenger and freight traffic statistics for recent years is given in Table 9. The average haul for freight is the average for all railways, which eliminates the effects of consolidations of railways and of interchanging freight between Canadian railways. The average revenue per passenger increased in 1918 and 1919 with increases in rates, but the increases between 1924 and 1930 were largely due to decreases in the short haul traffic. The increases in freight train loading and train revenues have been due to the use of larger and more powerful locomotives.