

are controlled jointly by the Canadian National and the Canadian Pacific Railways), was 23,734.82. 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 23,744.58. Including 121.11 miles of electric lines, the grand total was 23,865.69.

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 totals paid to privately-owned railways under the Act were \$421,655, \$828,893, \$811,149, \$861,195, \$669,673, \$508,233, \$611,130 and \$751,155, respectively, for the years 1927-34.

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, 7,527 miles; the Western division, all lines west of Port Arthur and Armstrong including the line to Duluth, 11,407 miles; the Grand Trunk Western, all lines in Michigan, Indiana and Illinois, 1,007 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 1933 and 1934.

**19.—Canadian National Railways (Canadian and U.S. Lines) Train Traffic Statistics, for the calendar years 1933 and 1934.<sup>1</sup>**

Item.	1933.	1934.
<b>Train Mileage—</b>		
Passenger trains.....	16,052,377	16,027,908
Freight trains.....	19,094,866	21,466,660
Mixed trains.....	4,060,829	4,176,424
Special trains.....	20,796	25,461
Unit cars.....	1,603,385	1,497,301
<b>Totals, Train Miles<sup>2</sup>.....</b>	<b>40,832,253</b>	<b>43,193,754</b>
<b>Car Mileage—</b>		
Passenger—		
Coaches, parlour, sleeping and dining cars.....	83,455,743	85,990,655
Baggage, mail, express, etc.....	45,732,115	47,450,926
<b>Totals, Passenger Train Car Miles<sup>2</sup>.....</b>	<b>129,187,858</b>	<b>133,441,581</b>
Freight—		
Loaded freight-car miles.....	525,249,472	598,030,613
Empty freight-car miles.....	268,166,292	297,329,663
Caboose miles.....	21,068,157	24,021,669
<b>Totals, Freight Train Car Miles<sup>2</sup>.....</b>	<b>814,483,921</b>	<b>919,381,945</b>

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

<sup>2</sup> Work service excluded.