

19.—Canadian National Railways (Canadian and U.S. Lines) Train Traffic Statistics, for the calendar years 1933 and 1934¹—concluded.

Item.	1933.	1934.
Passenger Traffic—		
Passengers carried (earning revenue).....	9,434,812	10,079,911
Passengers carried (earning revenue) one mile.....	664,977,117	723,058,814
Passenger train miles per mile of road.....	744	740
Average passenger journey—miles.....	70.48	71.73
Average amount received per passenger.....\$	1.5933	1.6202
Average amount received per passenger mile.....\$	0.02261	0.02259
Average number of passengers per train mile.....	35.87	39.29
Average number of passengers per car mile.....	8.42	8.88
Revenue from passengers per passenger car mile.....\$	0.19024	0.20056
Total passenger train earnings per train mile.....\$	1.50	1.62
Total passenger revenue per mile of road.....\$	1,174.19	1,255.50
Freight Traffic—		
Tons of revenue freight carried.....	31,368,058	36,966,232
Tons of revenue freight carried one mile.....	11,550,194,043	12,949,545,743
Tons of non-revenue freight carried one mile.....	1,283,211,921	1,644,872,915
Total tons (all classes) freight carried one mile.....	12,833,405,964	14,594,418,658
Tons of revenue freight carried one mile per mile of road.....	484,397	544,722
Total tons (all classes) freight carried one mile per mile of road.....	538,442	614,196
Average number of tons revenue freight per train mile.....	516.32	520.74
Average number of tons (all classes) freight per train mile.....	573.92	587.15
Average number of tons (all classes) freight per loaded car mile.....	24.34	24.32
Average haul revenue freight—miles.....	368.22	350.31
Freight revenue per loaded car mile.....\$	0.21388	0.21096
Freight revenue per train mile.....\$	5.04	5.09
Freight revenue per mile of road.....\$	4,730.62	5,326.86
Freight revenue per ton.....\$	3.58069	3.41172
Freight revenue per ton mile.....\$	0.00972	0.00974

¹ Excludes electric lines.

Subsection 1.—Finances of the Canadian National Railways.*

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.

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 \$54,634,323, 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 and in 1934 to \$89,662,354.

The figures of Table 20 are taken from the accounts of the railways as at Dec. 31, 1934.

* For detailed statistics of the operation and finances of the Canadian National Railways during 1934, see the Annual Report of the Department of Railways and Canals for the fiscal year ended Mar. 31, 1935, and Steam Railway Statistics, 1934, published by the Dominion Bureau of Statistics, also the Annual Report of the Canadian National Railways.