

18.—Assets of the Canadian National Railways System, as at Dec. 31, 1922 and 1935—concluded.

Account.	Dec. 31, 1922.	Dec. 31, 1935.	Increase (+) or Decrease (-).
	\$	\$	\$
CURRENT ASSETS—			
Cash.....	14,651,422	6,032,384	- 8,619,038
Special deposits.....	6,139,435	18,224,180	+ 12,084,745
Loans and bills receivable.....	11,600	-	- 11,600
Traffic and car service balances receivable.....	2,528,622	990,762	- 1,537,860
Net balances receivable from agents and conductors.....	5,386,673	4,014,322	- 1,372,351
Miscellaneous accounts receivable.....	16,857,420	4,559,027	- 12,298,393
Dominion Government — Balance due on deficit contributions.....	-	12,214,531	+ 12,214,531
Materials and supplies.....	41,408,999	27,392,171	- 14,016,828
Interest and dividends receivable.....	377,003	579,966	+ 202,963
Rents receivable.....	112,269	51,141	- 61,128
Other current assets.....	106,775	729,469	+ 622,694
TOTALS, CURRENT ASSETS.....	87,580,218	74,787,953	- 12,792,265
DEFERRED ASSETS—			
Working fund advances.....	166,847	197,613	+ 30,766
Insurance and other funds.....	352,488	11,627,773	+ 11,275,285
Other deferred assets.....	11,805,962	7,011,834	- 4,794,128
TOTALS, DEFERRED ASSETS.....	12,325,297	18,837,220	+ 6,511,923
UNADJUSTED DEBITS—			
Rents and insurance premiums paid in advance.....	322,059	216,052	- 106,007
Discount on capital stock.....	634,960	189,500	- 445,460
Discount on funded debt.....	1,919,635	16,486,775	+ 14,567,140
Other unadjusted debits.....	12,820,903	6,838,595	- 5,982,308
TOTALS, UNADJUSTED DEBITS.....	15,697,557	23,730,922	+ 8,033,365
Grand Totals.....	1,958,031,203	2,325,149,836	+ 367,118,633

Subsection 3.—Steam Railway Traffic.

In addition to an analysis of passenger and freight traffic statistics for all steam railways, a separate analysis is given of the operations and traffic of the Canadian National Railways, since, being owned and operated by the Dominion Government, it is considered of special interest. The principal commodities handled as freight on all steam railways are shown by weight, while statistics of accidents conclude the subsection.

Passenger and Freight Traffic.—The maximum volume of passenger traffic, as indicated by passengers carried one mile, was reached in the calendar year 1919 and the maximum of freight traffic in 1928. In recent years both freight and passenger traffic, especially the latter, have been affected by the increase in the use of motor vehicles and this traffic decrease was much aggravated by the general decline in commercial activity after 1929, but improvements were made in 1934 and 1935.

The average haul for freight in Table 19 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.