

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 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 all railways under the Act were \$1,353,464, \$2,758,893, \$3,092,677, \$3,615,218, \$2,554,673, \$1,922,073, \$1,989,130, \$2,529,394, and \$2,348,399, respectively, for the years 1927-35.

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, 3,331 miles; the Central Division, west from these stations to Port Arthur and Armstrong and south to Portland, Maine, 7,507 miles; the Western Division, all lines west of Port Arthur and Armstrong including the line to Duluth, 11,385 miles; the Grand Trunk Western, all lines in Michigan, Indiana and Illinois, 1,007 miles; and the Central Vermont from Irberville, 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 20 shows some of the more important train traffic statistics of Canadian National Railways operation for the years 1934 and 1935.

20.—Canadian National Railways (Canadian and U.S. Lines) Train Traffic Statistics, for the calendar years 1934 and 1935.¹

Item.	1934.	1935.
Train Mileage—		
Passenger trains.....	16,027,908	16,169,664
Freight trains.....	21,466,660	22,271,773
Mixed trains.....	4,176,424	4,198,572
Special trains.....	25,461	27,176
Unit cars.....	1,497,301	1,584,568
Totals, Train Miles².....	43,193,754	44,251,753
Car Mileage—		
Passenger—		
Coaches, parlour, sleeping and dining cars.....	85,990,655	87,149,393
Baggage, mail, express, etc.....	47,450,926	48,619,941
Totals, Passenger Train Car Miles².....	133,441,581	135,769,334
Freight—		
Loaded freight-car miles.....	598,030,613	630,951,060
Empty freight-car miles.....	297,329,663	292,163,484
Caboose miles.....	24,021,669	25,105,630
Totals, Freight Train Car Miles².....	919,381,945	948,220,174

¹ Excludes electric lines.

² Work service excluded.