

while providing competition for all forms of rail transportation, has affected electric railways more seriously than steam railways. The dependence of the former upon short-distance passenger traffic renders them particularly susceptible to the competition of motor vehicles. Since the War, a number of electric railways have been abandoned, first main track mileage has declined 29 p.c. since 1925 while even in the larger cities electric railways have generally been obliged to increase their tariffs owing to the slow growth or actual decline of traffic.

Subsection 1.—Equipment of Electric Railways.

Table 26 shows details of the track mileage and of the rolling-stock of electric railways in the four latest years. Statistics of the first and second main track mileage in each year since 1929 will be found in Table 29, and of the mileage operated by individual companies in Table 28.

26.—Mileage and Equipment of Electric Railways, calendar years 1934-37.

Item.	1934.	1935.	1936.	1937.	Equipment.	1934.	1935.	1936.	1937.
	miles.	miles.	miles.	miles.		No.	No.	No.	No.
Length of first main track.....	1,286	1,268	1,247	1,222	Passenger Cars— Closed.....	3,438	3,395	3,329	3,303
Length of second main track.....	557	558	553	549	Open.....	19	21	17	13
					Combination passenger and baggage.....	9	11	9	13
Totals, Main Track.	1,843	1,826	1,800	1,771	Without electrical equipment.....	282	280	250	249
Length of sidings and turnouts.....	272	270	272	267	Totals, Passenger Cars.....	3,749	3,707	3,605	3,578
Totals, Computed as Single Track..	2,115	2,096	2,072	2,038	Trackless trolley cars	Nil	Nil	7	7
					Baggage, express, and mail cars.....	22	23	23	24
					Freight cars.....	276	270	206	203
					Buses.....	537	552	605	653
					Snow ploughs.....	66	69	72	71
					Sweepers.....	158	162	162	161
					Miscellaneous.....	344	340	348	344
					Locomotives.....	47	46	46	46

Subsection 2.—Finances of Electric Railways.

Table 27 gives financial statistics of electric railways for each year since 1929 and Table 28 financial statistics of individual companies in the latest year.

27.—Financial Statistics of Electric Railways, calendar years 1929-37.

NOTE.—Available figures for the years 1901-07 are given at pp. 608 and 609 of the 1926 Year Book; for the years 1908-18 at pp. 681 and 682 of the 1936 Year Book; and for 1919-28 at p. 665 of the 1938 Year Book.

Calendar Year.	Capital Liability.			Investment in Road and Equipment.	Gross Earnings.	Operating Expenses.	Ratio of Expenses to Receipts.	Employees.	Salaries and Wages.
	Stocks.	Funded Debt.	Total.						
	\$	\$	\$	\$	\$	\$	p.c.	No.	\$
1929.....	54,453,321	167,969,494	222,422,815	240,110,655	58,268,980	40,085,140	68.79	18,801	26,984,091
1930.....	53,048,929	171,040,610	224,089,539	240,293,974	54,719,259	39,125,515	71.50	18,340	26,954,994
1931.....	45,155,649	179,662,447	215,818,096	234,384,558	49,088,310	35,387,068	72.05	17,135	24,647,391
1932.....	40,101,930	163,210,624	203,312,554	225,747,251	43,389,351	31,518,943	72.72	15,961	21,534,419
1933.....	39,851,230	160,247,940	200,098,870	223,704,367	39,368,995	27,917,266	72.73	14,883	18,692,236
1934.....	39,851,230	158,276,141	198,127,371	224,398,398	40,048,136	28,036,754	70.01	14,544	18,646,750
1935.....	36,827,740	170,363,299	207,191,039	215,007,166	40,442,320	28,009,013	69.26	14,321	18,649,517
1936.....	36,727,740	168,334,613	205,062,353	214,820,798	41,391,927	28,807,311	69.60	14,280	18,958,532
1937.....	36,727,740	169,045,069	205,772,809	208,938,656	42,991,444	29,545,641	68.72	14,347	19,778,118