

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 of 1914-18, a number of electric railways have been abandoned, first main track mileage has declined 33 p.c. since 1925, and even in the larger cities electric railways generally have been obliged to increase their tariffs owing to the slow growth or actual decline of traffic.

Subsection 1.—Equipment of Electric Railways.

Track mileage of electric railways has been gradually decreasing in recent years. Very little new construction has taken place; on the other hand, systems or parts of systems are being abandoned.

24.—Mileage and Equipment of Electric Railways, 1935-38.

Item.	1935.	1936.	1937.	1938.	Item.	1935.	1936.	1937.	1938.
Track Mileage—	miles.	miles.	miles.	miles.	Passenger Cars—	No.	No.	No.	No.
Length of first					Closed.....	3,395	3,329	3,303	3,358
main track.....	1,268	1,247	1,222	1,154	Open.....	21	17	13	13
Length of second					Combination passen-	11	9	13	10
main track.....	558	553	549	539	ger and baggage..				
Totals, Main Track	1,826	1,800	1,771	1,693	Without electrical	280	250	249	184
Length of sidings					equipment.....				
and turnouts....	270	272	267	264	TOTALS, PASSENGER				
TOTALS, COMPUTED					CARS.....	3,707	3,605	3,578	3,565
AS SINGLE TRACK	2,096	2,072	2,038	1,957	Snow ploughs.....	69	72	71	74
Baggage, express,	No.	No.	No.	No.	Sweepers.....	162	162	161	170
and mail cars....	23	23	24	23	Trackless trolley cars	Nil	7	7	13
Buses.....	552	605	653	780	Trucks.....	1	21	3	109
Freight cars.....	270	206	203	201	Miscellaneous.....	340	348	344	237
Locomotives.....	46	46	46	47					

¹ None reported.

Subsection 2.—Finances of Electric Railways.

The funded debt of electric railways has been reduced very little since 1930, although capital stock has been reduced almost one-third. Between 1930 and 1938 gross earnings were reduced 22 p.c., but operating expenses were cut 25 p.c. The operating ratio has been below 70 p.c. since 1934.

25.—Financial Statistics of Electric Railways, 1929-38.

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.

Year.	Capital Liability.			Investment in Road and Equip- ment.	Gross Earnings.	Operating Expenses.	Ratio of Expens- es to Re- ceipts.	Em- ployees.	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	26,984,061
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	170,662,447	215,818,096	234,384,558	49,088,310	35,367,068	72-05	17,135	24,647,391
1932.....	40,101,930	163,210,624	203,312,554	225,747,251	43,339,381	31,516,943	72-72	15,961	21,534,419
1933.....	39,851,230	160,247,640	200,098,870	223,704,367	39,383,965	27,917,265	72-73	14,883	18,692,236
1934.....	39,851,230	158,276,141	198,127,371	224,398,598	40,048,136	28,036,754	70-01	14,544	18,546,750
1935.....	36,827,740	170,363,299	207,191,039	215,007,166	40,442,320	28,009,013	69-26	14,381	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	18,958,831
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
1938.....	36,727,740	167,878,751	204,606,491	212,643,544	42,537,767	29,683,131	69-78	14,323	20,100,533