

4.—Longueur du réseau, capital, recettes et frais d'exploitation des chemins de fer pendant l'année 1924.

Nom du chemin de fer.	Longueur des voies.	Capital.	Recettes brutes.	Frais d'exploitation.
	milles.	\$	\$	\$
Alberta and Great Waterways.....	283-26	7,450,000	230,072	289,154
Algoma Central and Hudson Bay.....	346-20	25,391,513 ²	1,699,341	1,684,760
Algoma Eastern.....	85-41	5,500,000	1,025,169	724,365
Atlantic, Quebec and Western.....	104-31	6,598,675	262,043	244,512
Brandon, Saskatchewan and Hudson Bay.....	69-45	2,150,000	83,245	147,740
British Yukon.....	90-32	4,978,879	170,367	112,778
Canada and Gulf Terminal.....	38-10	1,740,000	100,223	82,611
Canada Southern.....	379-73	37,630,000	22,708,230	14,434,331
Canadian National.....	20,587-84	2,340,770,922 ²	201,224,493	189,460,404
Canadian Pacific.....	13,539-80	704,021,861 ²	180,796,044	143,258,643
Central Canada.....	85-31	3,814,349	64,210	133,621
Central Vermont.....	25-33	2,161,915 ²	245,703	309,364
Crows Nest Southern.....	74-18	4,295,000	56,576	182,224
Cumberland Railway and Coal Co.....	32-00	1,305,636	226,406	198,801
Detroit River Tunnel.....	3-26	21,000,000	-	-
Dominion Atlantic.....	288-36	8,431,500	1,904,276	1,790,232
Eastern British Columbia.....	14-00	420,000	19,340	60,043
Edmonton, Dunvegan and British Columbia.....	423-50	14,818,691	1,067,958	904,251
Essex Terminal.....	21-00	1,120,000	207,984	163,414
Esquimalt and Nanaimo.....	199-20	7,332,000	1,467,369	982,098
Fredericton and Grand Lake.....	31-10	605,000	145,913	96,603
Greater Winnipeg Water District.....	92-00	1,779,741	83,073	83,475
Hereford.....	53-06	1,600,000	111,140	212,470
International Bridge and Terminal Co.....	2-58	300,000	-	-
Kent Northern.....	27-00	61,769	34,445	36,578
Kettle Valley.....	376-38	15,960,000	1,389,515	1,608,558
Lacombe and North Western.....	49-39	1,954,015	54,066	56,986
Lake Erie and Detroit River.....	-	4,400,000	-	-
Lake Huron and Northern Ontario.....	-	1,190,000	-	-
Maine Central.....	5-10	88,934	17,548	21,027
Manitoba Great Northern.....	91-92	2,066,000	64,523	116,244
Maritime Coal and Ry. Co.....	16-47	3,776,100	116,259	76,783
Massachusetts Valley.....	35-48	800,000	345,895	418,214
Midland Railway of Manitoba.....	6-40	4,800,000	436,480	479,701
Montreal and Atlantic.....	184-60	5,518,000	1,562,971	1,434,902
Morrissey, Fernie and Michel.....	10-85	1,263,000	87,577	87,978
Napierville Junction.....	28-45	600,000	627,384	409,024
Nelson and Fort Sheppard.....	54-84	2,846,800	81,212	155,822
New Brunswick Coal and Ry. Co.....	59-20	1,593,746	69,656	80,183
Ottawa and New York.....	56-81	2,100,000	301,741	440,888
Pacific Great Eastern.....	360-80	59,066,314	4 0 0 3	680,856
Père Marquette (in Canada).....	199-04	3,000,000	5,126,670	3,005,737
Quebec Central.....	295-53	11,775,010	2,816,919	2,190,491
Quebec Oriental.....	98-15	2,226,262	289,156	272,732
Quebec Ry., Light and Power Co.....	25-12	-	208,241	177,377
Quebec, Montreal and Southern.....	190-78	7,000,000	587,457	869,871
Roberval and Saguenay.....	37-00	2,630,000	229,172	159,477
Rutland and Noyan.....	3-36	200,000	7,518	8,426
St. John's Bridge and Extension.....	-	433,900	-	-
St. Lawrence and Adirondack.....	46-14	2,155,567	930,902	638,829
Sydney and Louisburg.....	79-20	4,047,483	1,408,256	1,261,277
Témiscouata.....	124-51	4,099,669	497,851	391,940
Timiskaming and Northern Ontario ¹	388-50	29,114,862	5,137,176	4,212,213
Thousand Islands.....	6-08	60,000	70,278	53,041
Toronto, Hamilton and Buffalo.....	99-95	9,792,500	2,530,475	2,264,381
Van Buren Bridge Co.....	0-36	500,000	-	-
Vancouver, Victoria and Eastern.....	234-51	23,500,000	748,561	767,228
Wabash Ry. Co. in Canada.....	-	-	5,836,768	4,546,251
Total.....	40,061-22	3,413,865,613	445,923,877	382,483,908

¹ Construit et exploité par la Commission gouvernementale d'Ontario.² Y compris le capital des lignes louées.

Résumé analytique du trafic.—Le tableau 5 présente, de 1901 à 1924, la statistique du trafic des chemins de fer, tant au regard des voyageurs que des marchandises, ainsi que la relation des dépenses d'exploitation aux recettes brutes. Ce qui frappe tout d'abord, c'est la réduction sensible du nombre des voyageurs transportés depuis quelques années, les chiffres de 1924 n'étant jamais tombés aussi bas