



**CANADA**  
**DEPARTMENT OF TRADE AND COMMERCE**  
**DOMINION BUREAU OF STATISTICS**  
**TRANSPORTATION BRANCH**

---

**CANADIAN NATIONAL RAILWAYS**

**1923 - 1933**

---

Published by Authority of the HON. H. H. STEVENS, M.P.,  
Minister of Trade and Commerce.

OTTAWA  
1934

Published by Authority of the Hon. H.H. Stevens, M.P.,  
Minister of Trade and Commerce

**DOMINION BUREAU OF STATISTICS**  
**TRANSPORTATION AND PUBLIC UTILITIES BRANCH**  
**OTTAWA**

---

Dominion Statistician, R.H. Coats, LL.D., F.R.S.C., F.S.S. (Hon.)  
Chief, Transportation and Public Utilities Branch, G.S. Wrong, B.Sc.

---

CANADIAN NATIONAL RAILWAYS

REVENUES, EXPENSES, ETC.

1923 - 1933

Statistics of the Canadian National Railways for the eleven years, (1923-1933) the lines have been amalgamated and operated as one system are presented in this report.

The Canadian lines of the Canadian National Railways include the railways formerly operated as the Canadian Northern system, the Grand Trunk Railway of Canada, the Grand Trunk Pacific and the Canadian Government railways, consisting of the Intercolonial, Prince Edward Island, National Transcontinental and several small lines in the eastern provinces. The United States lines include the lines known as the Grand Trunk New England lines, the Grand Trunk Western, and the Duluth, Winnipeg and Pacific. The Central Vermont Railway, which had been operated by a receiver from 1927 to January 1930, was purchased by the Canadian National Railways and, from February 1, 1930, has been included as one of the United States lines. The Hudson Bay Railway, now being rehabilitated and completed, was excluded in 1926 and deductions were made for appropriations and accumulated deficits in the statistics for that year, which slightly affects the comparisons.

The Maritime Freight Rates Act, effective July 1, 1927, provided that the accounts for the lines of the Canadian National Railways east of Levis and Diamond Junction (designated as Eastern Lines) should be kept separately from the accounts of the remainder of the Canadian National System, and also provided that the deficit of the Eastern Lines should be included as a separate item in the estimate submitted to Parliament.

The Maritime Freight Rates Act also provided that the Canadian National Railways should reduce the freight rates on local and certain other traffic by 20 per cent. Other railways operating in this Eastern territory were allowed to reduce their rates by the same percentage and all railways were authorized to bill the Board of Railway Commissioners for the difference between the normal and the reduced tolls. The railways have treated such bills against the Board of Railway Commissioners as revenue earned.

The amount of the Government contribution to meet the deficits of the Eastern Lines is not included in the long term debt as given in Table No. 2, but the amounts so contributed are shown separately in Table No. 3. The "Duff" report recommended that the deficits of the system each year be met by special appropriations of the Dominion Government and consequently \$42,118,413 was deducted from the loan account in 1933 to meet the 1932 cash deficit of \$53,422,662 and the 1933 deficit of \$52,263,819 was not included as loans and advances in 1933 accounts.

Table 1 shows the operating revenues, expenses and net operating revenues of the Canadian lines and United States lines separately. It shows also the interest accruing on the long term debt held by the public and on the long term loans made by the Dominion Government for the Canadian and United States lines combined, also the deficits

including profit and loss adjustments, both including and excluding the interest on Dominion Government long term loans. Interest on short term notes is not included in the interest items but is included in the deficit as are all other income and profit and loss accounts.

Table 2 gives long term debt of the Canadian National Railways as at December 31st of each year, 1922-1933. It includes the cost of construction and purchase of the Canadian Government lines, composed of the Intercolonial, National Transcontinental, etc., but does not include any interest on the capital expenditures nor the deficits of these lines prior to 1923 which are absorbed in Public Accounts. It does not include Government contributions under the Maritima Freight Rates Act 1927 for the difference in revenues due to the 20 per cent reduction in certain freight rates, cash deficits and interest from July 1, 1927, on loans to lines now comprising the Eastern Lines. Also it does not include cash deficits of the remainder of the system from January 1, 1932. It also includes all loans and advances to the Canadian National, to the Canadian Northern, Grand Trunk and Grand Trunk Pacific with accrued and unpaid simple interest at rates from  $3\frac{1}{2}$  to 6 per cent, which were made to meet (a) interest due to the public, (b) operating deficits to December 31, 1931, (c) costs of additions and betterments, and (d) additional working capital, etc. It also includes the perpetual debenture stock and bonds held by the public, but does not include Canadian Northern or Grand Trunk capital stock nor the cost to the Government of obtaining stock held by it. The stock of the Grand Trunk Pacific is all held by the Canadian National System. The lower portion of the table shows the new funds available each year. The difference between these amounts and the increases and decreases in the long term debt shown above are due to transfer of railway property and adjustment of accounts as explained in the foot notes.

Table 3.- An analysis of the debt including long term debt, as shown in Table 2, short term loans by the Dominion Government and appropriations for cash deficits is made in this table. Only the principal items of investment are shown, the investment during the eleven years of \$17,056,338 in sinking fund and \$9,634,306 in insurance fund being combined. The long term debt and the cash deficit do not include the interest due on Dominion Government long term loans, the analysis being only of new funds available each year.

Table 4 shows the principal operating statistics of the Canadian National Railways in Canada and the United States. The average miles operated and number of employees are monthly averages. Passenger train miles include rail motor car miles and both passenger and freight train miles include mixed train miles apportioned on a car mile basis. Average revenue per ton and per passenger are freight and passenger revenues respectively.

TABLE 1.

CANADIAN NATIONAL RAILWAYS (1)

Year	RAILWAY OPERATING REVENUES(2)			RAILWAY OPERATING EXPENSES(2)			NET OPERATING REVENUES(2)		
	Canadian Lines	United States Lines	Total	Canadian Lines	United States Lines	Total	Canadian Lines	United States Lines	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$
1923	218,613,309	38,346,281	256,961,590	206,069,866	29,768,180	235,838,046	12,543,443	8,580,101	21,123,544
1924	205,232,991	34,363,689	239,596,670	192,738,522	28,883,527	221,622,049	12,494,459	5,480,162	17,974,621
1925	212,659,602	36,752,282	249,411,884	187,956,847	28,333,587	216,290,434	24,702,755	8,418,695	33,121,450
1926	230,342,249	40,639,974	270,982,223	194,029,900	29,531,362	223,561,262	36,312,349	11,108,612	47,420,961
1927	233,735,751	41,143,367	274,879,118	202,776,373	30,528,894	233,305,267	30,959,378	10,614,473	41,573,851
1928	260,418,924	44,172,344	304,591,268	217,780,174	31,951,522	249,731,696	42,638,750	12,220,622	54,859,372
1929	248,222,476	42,274,504	290,496,980	217,223,887	31,408,388	248,632,275	30,998,589	10,866,116	41,864,705
1930	212,446,561	36,922,417	250,368,978	196,502,058	31,785,965	228,288,023	16,944,523	5,136,452	22,080,975
1931	171,675,446	28,829,716	200,505,162	171,673,133	27,639,862	199,312,995	2,313	1,169,854	1,192,167
1932	139,948,317	21,555,277	161,503,594	134,300,983	20,907,170	155,208,153	5,647,334	248,099	5,895,433
1933	126,701,228	21,818,514	148,519,742	122,572,230	20,240,329	142,812,559	4,128,998	1,578,185	5,707,183

  

Year	INTEREST ON FUNDED DEBT			DEFICIT(3)		CUMULATIVE DEFICITS(3)	
	On Public Debt	On Dominion Government Loans	Total	Including Government Loan Interest	Excluding Government Loan Interest	Including Government Loan Interest	Excluding Government Loan Interest
	\$	\$	\$	\$	\$	\$	\$
1923	35,041,380	30,157,944	65,199,324	54,634,323	24,476,379	54,634,323	24,476,379
1924	38,361,704	31,271,043	69,632,747	54,474,547	23,203,504	109,108,870	47,679,883
1925	40,438,235	31,450,302	71,888,537	41,651,270	10,200,888	150,760,140	57,880,771
1926	(4) 39,197,233	32,090,454	71,287,687	23,199,441	Cr. 8,891,013	173,959,581	48,989,758
1927	40,526,097	32,505,234	73,031,331	37,526,900	5,021,667	211,486,481	54,011,425
1928	41,810,800	32,507,337	74,318,217	33,314,825	807,491	244,801,309	54,818,916
1929	45,503,900	32,690,545	78,194,525	46,610,317	13,919,772	291,411,626	68,738,688
1930	51,316,121	32,693,875	84,009,996	73,733,692	41,039,816	365,145,318	109,778,504
1931	55,587,145	32,643,624	88,230,769	99,275,680	66,632,056	464,420,998	176,410,560
1932	56,965,279	35,525,540	92,490,819	101,335,074	65,809,534	565,756,072	242,220,094
1933	56,465,427	36,034,141	92,499,568	97,651,957	61,617,816	663,408,029	303,837,910

(1) Includes Central Vermont Railway from February 1, 1930.

(2) Revenues and expenses, 1923 - 1927, adjusted to include commercial telegraph lines to be comparable with 1928 - 1933.

(3) The deficit shown is as per the accounts and includes Government interest accounting adjustments of \$12,199,307 and appropriation for insurance fund of \$9,634,306, the actual cash deficit for the period being \$282,004,297, as shown in Table No. 3.

(4) Interest at 4% on \$24,927,098 C.T.P. debenture stock reduced under agreement to 2%.



TABLE 2.

CANADIAN NATIONAL LONG TERM DEBT<sup>(1)</sup>

## PRINCIPAL AMOUNT OUTSTANDING AT DECEMBER 31ST

Year	DUE TO DOMINION GOVERNMENT				DUE TO PUBLIC				GRAND TOTAL
	Appropriations for Canadian Govt. Railways (2)	Loans and Advances (2)	Unpaid accrued Interest on Govt. Loans	Total	Guaranteed by		Un- guaranteed	Total	
					Dominion Government (3)	Provincial Government			
	\$	\$	\$	\$	\$	\$	\$	\$	\$
(5)	(4)404,272,030	115,607,457	6,947,168	526,826,655	331,809,904	93,423,985	385,198,150	809,932,039	1,336,758,694
1922	442,062,571	506,945,969	69,328,803	1,018,337,343	447,872,904	93,574,380	263,055,860	804,503,144	1,822,840,488
1923	447,643,526	567,870,480	98,669,270	1,114,183,276	470,372,904	93,574,380	259,151,772	823,099,056	1,937,282,332
1924	451,712,485	(6)560,397,958	130,157,992	1,142,268,435	558,872,904	93,574,380	261,465,799	913,913,083	2,056,181,518
1925	453,935,303	572,685,535	161,861,503	1,188,482,341	581,372,904	93,574,380	256,382,019	931,329,303	2,119,811,644
1926	437,412,033	594,300,367	193,951,356	1,225,663,756	579,872,891	93,574,380	(7)252,032,973	(7)925,480,844	2,151,144,000
1927	436,416,387	(8)595,538,349	226,142,006	1,258,096,742	657,181,330	93,574,380	230,626,027	981,381,737	2,239,478,479
1928	417,279,953	614,912,221	258,024,308	1,290,216,482	681,000,655	93,574,380	203,313,998	977,889,033	2,268,105,515
1929	417,150,141	(9)601,446,082	290,088,439	1,308,684,662	807,048,434	91,926,527	223,584,532	1,122,559,493	2,431,244,155
1930	403,443,935	604,406,239	322,155,902	1,330,006,076	854,431,995	72,184,488	241,949,380	1,168,565,863	2,498,571,939
1931	405,209,240	604,406,239	354,173,113	1,363,788,592	970,562,289	72,184,488	233,710,430	1,276,457,207	2,640,245,799
1932	405,170,073	695,723,207	388,930,381	1,489,823,661	965,831,382	72,184,488	226,501,297	1,264,517,167	2,754,340,828
1933	404,378,682	(10)661,832,895	424,338,109	1,490,549,686	962,992,576	72,184,488	220,125,091	1,255,302,155	(11)2,745,851,841
NEW FUNDS AVAILABLE DURING YEAR									
1923 - 1933									
	\$	\$		\$	\$	\$	\$	\$	\$
1923	1,573,970	60,924,511		62,498,481	25,500,000	.....	Cr. 3,904,088	18,595,912	81,094,393
1924	452,176	(6)Cr. 7,472,522		Cr. 7,020,346	88,500,000	.....	2,314,027	90,814,027	83,793,681
1925	Cr. 85,545	12,287,577		12,202,032	22,500,000	.....	Cr. 5,083,780	17,416,220	29,618,252
1926	7,227	21,614,832		21,622,059	Cr. 1,500,013	.....	Cr. 4,349,046	Cr. 5,849,059	15,773,001
1927	63,718	1,237,982		1,301,700	77,308,439	.....	Cr. 21,406,946	55,901,493	57,203,192
1928	165,243	19,373,872		19,539,115	23,819,325	.....	Cr. 27,312,029	Cr. 3,492,704	16,046,411
1929	113,000	(9)Cr. 13,466,139		Cr. 13,353,139	126,047,779	Cr. 1,647,853	20,270,534	144,670,460	131,317,321
1930	1,674,204	2,960,157		4,634,361	47,383,561	Cr. 19,742,039	18,364,848	46,006,370	50,640,731
1931	1,765,305	.....		1,765,305	116,130,294	.....	Cr. 8,238,950	107,891,344	109,656,649
1932	Cr. 39,166	91,316,968		91,277,802	Cr. 4,730,907	.....	Cr. 7,209,133	Cr. 11,940,040	79,337,762
1933	.....	Cr. 33,890,312		Cr. 33,890,312	Cr. 2,838,806	.....	Cr. 6,376,206	Cr. 9,215,012	Cr. 43,105,324
Total (12)									
Increase	5,690,132	154,886,926	(13)	160,577,058	515,119,672	Cr. 21,369,892	Cr. 42,930,769	450,799,011	611,376,069

(1) See Table 3 for Short Term Loans. (2) Deficits of Eastern Lines from July 1, 1927, and deficits of remainder of system from January 1, 1932, are paid by the Dominion Government and are not included herein. (See Table 3.) (3) Includes \$216,207,142 perpetual debenture stock guaranteed as to interest only, formerly Grand Trunk guaranteed bonds. (4) Including Hudson Bay Railway \$14,531,706. (5) Amounts outstanding as at dates constituent lines were taken over by Canadian National, viz.: Canadian Northern, Sept. 30, 1917; Grand Trunk Pacific, March 9, 1919; Grand Trunk, May 21, 1920; Canadian Government, March 31, 1919 (actual date of transfer Nov. 20, 1918). (6) Repayment of temporary loan of \$14,259,436. (7) Central Vermont Railway bonds of \$9,902,866 were included in annual report but excluded here. (8) Includes Government loans prior to July 1, 1927, to lines other than Canadian Government Railways, now comprising the Eastern Lines:- capital \$2,565,605; deficit \$8,835,176; total \$11,400,781 - on which no interest has been accrued since July 1, 1927. (9) Temporary loan of \$4,884,639 repaid and temporary loan of \$8,561,500 for redemption of Central Vermont Railway bonds repaid and included in guaranteed bond issue of \$50,000,000, June 15, 1930. (10) \$42,118,413 advanced in 1932 to meet 1932 cash deficit of \$53,422,662 deducted in 1933. (11) Does not include \$40,189,127 cash deficits of Eastern Lines for 1927-1933, \$105,686,481 cash deficits of Canadian National Railways 1932-1933, a total of \$145,875,608. (12) The appropriations for Canadian Government Railways include a credit of \$43,374,021 for properties transferred to other Government departments, etc. not representing new funds available; viz.: Hudson Bay Railway, 1926, \$15,245,889 - Halifax Harbour Commission, 1928, \$12,990,806 - Saint John Harbour Commission, 1928, \$645,183 - 1921-22 deficits, 1930, \$12,499,126 - Quebec Bridge adjustment, \$933,564, and other adjustments, \$300,538. (13) Unpaid accrued interest on Government loans does not represent new funds available.

TABLE 3.

## ANALYSIS OF CAPITAL RECEIVED AND EXPENDED

CAPITAL RECEIVED									
Year	Long Term Debt			Short Term Loans	Dominion Government Contributions for Cash Deficits		Increase or Decrease in Working Capital & other Balance Sheet Accounts	Funded Debt(8) Discount Amortized through Income Account	Total
	Net Increase in Par Value	Issue Expense and Discount	Net Capital Received		Eastern Lines	Canadian National			
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Cash on hand January 1, 1923									20,790,857
1923	81,094,393	484,944	80,609,449	10,008,500	.....	.....	Dr. 157,390	132,487	90,593,046
1924	83,793,681	3,372,802	80,420,695	Dr.10,000,000	.....	.....	Dr. 6,643,571	352,182	64,129,490
1925	29,618,252	856,847	28,761,405	.....	.....	.....	7,127,782	631,227	36,520,414
1926	15,773,001	.....	15,773,001	Dr. 6,600	.....	.....	3,931,750	574,099	20,272,250
1927	57,203,192	2,613,502	54,589,690	Dr. 1,400	2,211,139	.....	Dr. 3,217,242	553,183	54,135,370
1928	16,046,411	1,561,043	13,971,660	43,507,250	4,358,314	.....	Dr. 8,609,371	566,639	54,308,200
1929	131,317,321	4,175,147	127,544,282	1,321,850	4,933,854	.....	(3)Dr.28,584,582	1,087,079	105,900,375
1930	50,640,731	2,515,269	48,237,246	10,823,942	6,645,644	.....	(4) 47,501,070	658,695	113,754,813
1931	109,656,649	4,260,295	105,396,354	Dr.20,645,291	8,712,762	.....	5,504,689	894,482	99,862,996
1932	79,337,762	.....	79,337,762	Dr.35,008,251	6,635,845	.....	12,675,949	913,404	64,554,709
1933	Dr.43,105,324	.....	Dr.43,105,324	.....	(2)6,007,792	(2)93,394,560	4,142,284	914,811	61,354,123
Total	(1)611,376,069	19,839,849	591,536,220	.....	39,505,350	(2)93,394,560	33,671,368	7,278,288	786,176,643

CAPITAL EXPENDED					
Year	Cash Deficits	Investments			Total Expenditures
		Railway Fixed Property, Equipment, Hotels, and Separately Operated Properties	Affiliated Companies	Sinking and Insurance Funds	
	\$	\$	\$	\$	\$
1923	22,844,217	54,964,673	4,144,599	8,639,557	90,593,046
1924	21,395,656	41,814,467	2,473,155	Cr. 1,553,788	64,129,490
1925	8,813,830	18,949,525	6,271,577	2,485,483	36,520,415
1926	Cr.10,710,443	24,462,538	1,658,228	4,861,926	20,272,249
1927	5,869,218	46,096,935	1,827,421	341,796	54,135,370
1928	Cr. 7,275,990	44,034,154	13,026,572	4,523,464	54,308,200
1929	21,974,110	88,499,908	Cr. 6,162,879	1,589,236	105,900,375
1930	32,962,841	66,560,354	12,066,022	2,165,596	113,754,813
1931	63,088,100	34,287,067	1,371,140	1,116,689	99,862,996
1932	62,364,176	799,158	950,736	440,639	64,554,709
1933	(2) 60,678,582	952,996	2,833,998	2,080,046	66,545,622
Total (2)	(5)282,004,297	(6)421,421,775	(7)40,460,569	26,690,644	770,577,285
Cash on hand December 31, 1933					15,599,358
					786,176,643

(1) Interest on Government loans not included. (2) Portion of 1933 deficits paid in 1934.- Eastern Lines \$683,777; Canadian National \$12,291,921; total \$12,975,698 not included in these data. (3) Decrease in special deposits \$25,415,179. (4) Decrease in special deposits \$41,175,428.

(5) Excludes accounting adjustments and appropriations for insurance fund - (See note 3, Table 1). (6) Excludes transfer of \$31,583,630 investment in Central Vermont Lines transferred from "Investments in Affiliated Companies" to "Investment in Road and Equipment" in 1930 accounts, also transfer of \$30,571,817 for Canadian Government Railways property transferred per note (12) of Table 2, \$17,827,041 for retirement of abandoned lines, principally duplicate lines of Grand Trunk Pacific and Canadian Northern west of Edmonton held in suspense until 1930, \$3,021,486 for Toronto Suburban Railway for which a receiver was appointed in 1931, and other miscellaneous additions and deductions. (7) See Note (6) for transfer to "Investment in Road and Equipment." (8) Non cash items, included in "Cash Deficits," charged each year during the life of each issue to income account by the railway but not paid by the Dominion Government until issues mature.

TABLE 4.

CANADIAN NATIONAL RAILWAYS

OPERATING STATISTICS

	Average Miles of Road Operated	Revenue Freight Carried (Thousands) ( of tens)	Revenue Ton Miles (Millions)	Passengers Carried (Thousands)	Passenger Miles (Millions)	Freight Revenue (Thousands)	Passenger Revenue (Thousands)	Passenger Train Revenue (Thousands)	Total Operating Revenue (Thousands)	Total Operating Expenses (Thousands)	Freight Train Miles (Thousands)
						\$	\$	\$	\$	\$	
1923	21,805	57,248	18,615	23,684	1,447	185,241	39,285	59,595	256,962	235,838	36,939
1924	21,866	52,499	16,990	22,708	1,372	171,045	37,234	57,400	239,597	221,622	32,749
1925	21,936	54,999	18,027	21,675	1,380	180,483	36,618	56,782	249,412	216,290	33,181
1926	22,066	60,846	19,243	21,580	1,438	200,004	38,099	58,843	270,982	223,561	35,217
1927	22,193	61,997	19,465	20,554	1,483	202,107	38,576	59,901	274,879	233,305	36,450
1928	22,277	69,155	22,588	19,697	1,514	228,461	39,147	61,687	304,591	249,732	38,949
1929	22,628	65,213	19,375	19,251	1,401	214,636	37,132	60,084	290,497	248,632	35,913
1930	23,650	54,563	16,910	17,554	1,214	183,568	32,901	53,252	250,968	226,802	31,479
1931	23,769	41,708	14,610	13,196	866	148,952	23,200	40,540	200,505	199,313	27,178
1932	23,773	34,377	12,818	10,364	686	120,715	17,259	31,651	161,104	155,208	24,441
1933	23,743	31,368	11,550	9,435	665	112,319	15,032	27,879	148,520	142,813	22,275

(1) Revenue and non-revenue freight.



STATISTICS CANADA LIBRARY  
BIBLIOTHÈQUE STATISTIQUE CANADA



1010678522