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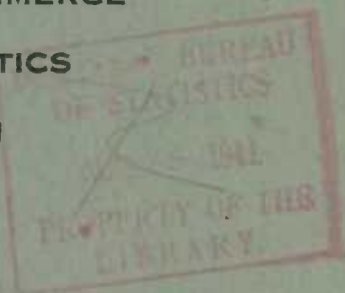
**CANADA**

**DEPARTMENT OF TRADE AND COMMERCE**

**DOMINION BUREAU OF STATISTICS**

**TRANSPORTATION BRANCH**

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**CANADIAN NATIONAL RAILWAY**

**1923 - 1940**



OTTAWA  
1941

Price 20 cents



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

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Chief, Transportation and Public Utilities Branch, G.S. Wrong, B.Sc.

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CANADIAN NATIONAL RAILWAYS

REVENUES, EXPENSES, ETC.

1923 - 1940

Statistics of the Canadian National Railways, as presented in this report, are for the eighteen years 1923 to 1940 and include the lines which were amalgamated and operated as one System from January 1, 1923.

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, the last 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 Canadian National New England Lines, the Grand Trunk Western and the Duluth, Winnipeg and Pacific. Control of 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 is being operated for the government by the Canadian National Railways as a separate railway. From 1923 to 1926 its accounts were included with those of the Canadian National and adjustments for the transfer to the Dominion Government were made in the 1926 accounts. The profit or loss of all ancillary operations is included in the income accounts, but the data of the Trans-Canada Air Lines, Canadian Government Merchant Marine, and Canadian National (West Indies) Steamships, Limited, are not included in these statements. Investment in capital stock of Trans-Canada Air Lines, all of which is controlled by the Railway, is included in column 4, Table 4. Financing of this investment is included in columns A and E of Table 3.

The Maritime Freight Rates Act, effective July 1, 1927, provided that the Canadian National Railways east of Levis and Diamond Junction (designated as the Eastern Lines) 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 Dominion Government for the difference between the normal and the reduced tolls. All the railways have treated such items as revenue earned and they are so treated in this report. Eastern Lines deficits since July 1, 1927, have been paid by the Dominion Government and the amounts have not been added to the debt of the Canadian National System. The amount of the Government contribution to meet the deficits of the Eastern Lines is not included in the loans and advances as given in Table No. 2, but the amounts so contributed are included 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 deficits for 1932 and subsequent years are also excluded from Table No. 2 and are included in Table No. 3 for the respective years.

Table 1 shows the operating revenues, expenses, and net operating revenues of the Canadian lines, the United States lines, and the System on the same basis as in previous reports. The second part of the table has been revised to conform with the new set-up effected by the Canadian National Capital Revision Act, chapter 22 of the 1937 Statutes. Under this Act the Canadian National Railways Securities Trust was created as a medium for maintaining in perpetuity the Government's claims against the railways for loans made, amounting to \$643,860,558, and accrued and unpaid interest of \$574,781,637. This total of \$1,218,642,195 includes \$43,949,039 interest the railway had disputed and had not included in its accounts, but does not include any interest on the deficits which the Government had paid for



Table 1 - Continued.

the Eastern Lines since July 1, 1927, and for the entire system since January 1, 1932. Since this interest on Government loans has been cancelled it has been omitted from this table for each year. "Net corporate income before deducting interest," shown in reports previous to 1937, has been replaced with "Income available for fixed charges." The fixed charges include in addition to interest on funded debt held by the public, (1) rent for leased road and equipment, (2) interest on unfunded debt, (3) amortization of discount, and (4) interest on certain Government loans. Deducting these fixed charges leaves "Net income deficit" shown in reports previous to 1937, as "Net income deficit excluding Government interest." Interest on Government loans in the fixed charges is interest on temporary loans for redemption of funded debt pending refunding and, from 1937, also interest on loans for capital purposes made since January 1, 1932, but no interest on these latter loans has been included in fixed charges for 1932 to 1936 inclusive.

The Capital Revision Act, which is explained more fully under Table 2, eliminated the Profit and Loss balance as at January 1, 1937, and Profit and Loss balances for 1937 and future years will also be eliminated by charging or crediting to "Dominion Government Proprietor's Equity" the losses due to abandonment of lines and other capital gains or losses which do not involve the payment of cash at the time the items are accounted for, and by the Government contributing cash for the cash deficits. These cash deficits are shown in the last column of the table and for the years 1923-1936 have been met by loans by the Government, by direct payment from July 1, 1927, as stated above, and by reduction of working capital.

Table 2 shows for each year 1923 to 1940 (1) Shareholders' Capital, (2) Funded Debt held by Public, (3) Government Loans and Advances, and (4) Appropriations for Canadian Government Railways. The Share Capital consisted of \$165,627,739 stock of the Grand Trunk Railway held by the Dominion Government and \$100,000,600 of the Canadian Northern Railway stock also held by the Dominion Government. There was also outstanding on December 31, 1922, \$4,591,975 stock of constituent lines held by the public, of which \$25,375 has since been acquired by the System. The table shows the adjustments of the capital liabilities of the System made effective January 1, 1937, under the Capital Revision Act. This Act provided for cancellation of capital stocks and certain indebtedness of the Canadian National Railway System to His Majesty and for adjustment of the accounts of the System. The previously outstanding capital stock of the Canadian National Railway Company (formerly Grand Trunk Railway Company of Canada) was surrendered by the Dominion and cancelled. \$82,000,600 of the outstanding stock of the Canadian Northern Railway Company was surrendered by the Dominion and cancelled. The remainder of the outstanding stock of the Canadian Northern Company, amounting to \$18,000,000 was transferred from the Dominion to the Canadian National Railway Company in exchange for one million no par value shares of the latter company, being its entire issued capital stock. Dominion loans for deficits and interest accruals were eliminated from the System balance sheet. Dominion Government loans to and including the 1931 requirements were transferred by the Government to the Canadian National Securities Trust in exchange for the Capital Stock of the Trust, at an initial stated value equal to the loans for Capital purposes. The new Capital Stock of the Canadian National Railway Company, the Capital Stock of the Trust and the investment by the Crown in Canadian Government Railways were transferred to a shareholders' account styled "Dominion Government Proprietor's Equity." Adjustment of the Balance Sheet accounts of the System was made as at January 1, 1937. The effect on the balance sheet of the System is shown as follows:

CONDENSED CONSOLIDATED BALANCE SHEET AT DECEMBER 31ST, 1936, SHOWING ADJUSTMENTS AS OF  
JANUARY 1, 1937 AS AUTHORIZED BY THE CANADIAN NATIONAL RAILWAYS CAPITAL REVISION ACT, 1937

A S S E T S	As Published December 31, 1936	Adjustments Authorized by Act	As Revised January 1, 1937
Investments:			
Investment in Road and Equipment .....	\$2,095,114,003.88	- \$262,770,972.03	\$1,832,343,031.85
Improvements on Leased Railway Property ...	4,248,964.14	....	4,248,964.14
Miscellaneous Physical Property .....	59,814,644.23	....	59,814,644.23
Total Property Investment Account .....	2,159,177,612.25	- 262,770,972.03	1,896,406,640.22
Other Investments .....	38,375,619.84	....	38,375,619.84
Total Investments .....	2,197,553,232.09	- 262,770,972.03	1,934,782,260.06
Current Assets .....	67,365,730.50	....	67,365,730.50
Deferred Assets .....	18,633,881.57	....	18,633,881.57
Unadjusted Debits .....	16,816,124.52	....	16,816,124.52
	2,300,368,968.75	- 262,770,972.03	2,037,597,996.72
L I A B I L I T I E S			
Capital Stocks owned by Dominion Government ..	\$ 265,628,338.70	- 265,628,338.70	\$ .....
Capital Stocks owned by Public .....	4,584,100.00	....	4,584,100.00
Government Grants by Province of Canada ....	15,142,633.33	- 15,142,633.33	....
Other Grants .....	3,013,748.90	....	3,013,748.90
Funded Debt - Public .....	1,184,612,248.59	....	1,184,612,248.59
Loans from Dominion of Canada and Int. thereon	+ 1,251,916,622.90	- 1,174,693,155.93*	77,223,466.97
Dominion of Canada Expenditures for Canadian Government Railways:-			
Road and Equipment .....	388,290,263.52	- 388,290,263.52	....
Working Capital .....	16,771,980.54	....	16,771,980.54
Current Liabilities .....	35,351,859.26	....	35,351,859.26
Deferred Liabilities .....	3,331,771.52	....	3,331,771.52
Unadjusted Credits and Reserves .....	36,381,119.54	....	36,381,119.54
Profit and Loss Balance - Deficit .....	- 904,655,718.05	904,655,718.05	....
New Account authorized:			
Dominion Government - Proprietor's Equity (Represented by):-			
1,000,000 shares of no par value capital stock of the Canadian National Railway Company issued in exchange for the residual value of Canadian Northern Capital Stock .....	\$18,000,000.00		
5,000,000 shares of no par value capital stock issued by Securities Trust to the Government in consideration for the securities, advances, claims for unpaid interest and collateral security held by Government .....	\$270,037,437.88		
Dom. Government Capital Expenditures for Can. Govt. Railways .....	\$388,290,263.52	676,327,701.40	676,327,701.40
	2,300,368,968.75	- 262,770,972.03	2,037,597,996.72

\* Loans for Capital ..... \$270,037,437.88  
Loans for Deficits ..... 373,823,120.38  
Accrued Interest ..... 530,832,597.67  
1,174,693,155.93

\* Does not include Dominion Government claims for interest amounting to \$43,949,039.34.



Table 2 - Continued.

The Dominion Government has carried loans to the railway in two accounts, (1) non-active assets and (2) active assets, and when computing the net debt of Canada has deducted the second account, but not the first, from the gross debt. The Government loans in this table have been segregated into these two accounts. The difference in the fiscal years of the railway and the Government, however, prevents checking these loans against the published "Public Accounts" except where no transactions occurred during the first three months of the calendar years. If it is desired to combine the capital debts of the Canadian National Railways System with those of the Dominion, only the Funded Debt of the System in the hands of the Public should be added to the Dominion debt.

An indirect railway liability of the Dominion Government is the debt of the Northern Alberta Railways owned jointly by the Canadian National and Canadian Pacific Railways. Half of the debt of this railway held by the public was \$4,710,000 on December 31, 1940. Also the Grand Trunk Western has assumed certain contingent liabilities, in some cases solely and in others in conjunction with other tenant companies, guaranteeing the payment of interest and principal of bonds of the Detroit and Toledo Shore Line, Toledo Terminal, and Chicago and Western Indiana railways. It is not anticipated any of these will become actual liabilities. The Hudson Bay Railway is also a direct liability of the Dominion Government and is being operated by the Canadian National for the Government, but is not included in the following tables.

This table does not include subsidies granted by the Dominion, Provincial and Municipal governments to the privately operated lines which later became part of the Canadian Government Railways and other constituent lines of the Canadian National Railways. Excluding grants to the Grand Trunk Pacific Development Company for the Prince Rupert dry dock and shipyard, payments of wages for unemployment relief labour during 1936, and subscriptions for stock, the grants were as follows:

	Cash Subsidies	Land Grants
	\$	Acres
Dominion .....	49,261,220	5,763,735
Loan to Grand Trunk .....	15,142,633 +	
	<u>64,403,853</u>	
Provincial .....	16,698,208	1,815,141
Municipal .....	<u>7,393,867</u>	....
Total .....	<u>88,495,928</u>	<u>7,578,876</u>

+ No interest was paid on this loan made prior to Confederation and it has been included with cash grants by the Bureau. It was cancelled by the Canadian National Capital Revision Act 1937 as a Canadian National Railway liability.

Table 3 shows for each year, 1923-1940, the cash received from Long Term Debt, Government Loans, and Appropriations to Canadian Government Railways, as reflected in Table 2, also the Dominion contributions for deficits comprising the deficit of the Eastern Lines from July 1, 1927 and the remainder of the System from January 1, 1932. The authorities under which "Loans and Advances treated as active assets in Public Accounts" totalling \$113,882,334 were made are as follows:

Dominion of Canada Loans

3½% Advances, Financing and Guarantee Act, 1938 .....	\$1,717,009
3½% Advances, Financing and Guarantee Act, 1939 .....	\$12,442,522
3½% Advances, Financing and Guarantee Act, 1940 .....	\$ 7,572,580
3½% Advances, G.T.R. Deb.Stock, Financing and Guarantee Act, 1940 ..	\$46,220,667
3½% Advances, Branch Line Construction Act, 1936 .....	\$ 638,908
3½% Advances, Trans-Canada Air Lines Act, 1937 .....	\$ 550,000
2 % Advances, Refunding Act, 1938 .....	\$24,689,392
3 % Purchase of Ry. Equipment, 1936 (Repayable 1938-1950) .....	\$ 5,171,731
3½% Purchase of Ry. Equipment, 1940 (Repayable 1941-1955) .....	\$14,879,525
 TOTAL	 \$113,882,334

Table 4 shows for each year, 1923-1940, the expenditures for capital purposes and on deficit account.

Table 5 shows the principal operating statistics of the combined Canadian National Railways in Canada and the United States, Central Vermont statistics being included in this table as from January 1, 1930, and not February 1, as in the other tables. The average miles operated and number of employees are monthly averages. The total pay roll covers all employees and includes pay roll charged to (1) operating expenses as labour, (2) stores department, which is charged to operation or to capital account as part of the cost of materials, (3) joint facilities for the years 1923-1930 (This item is included in operating expense labour for 1931-1940 and (4) capital account. The breakdown of the total pay roll for 1940 is as follows:

Pay Roll charged to Operating Expenses .....	\$121,145,794
Stores, Tie, Timber and Fuel Departments	
Capital and other Items .....	\$ 11,438,269
 Total Pay Roll .....	 \$132,584,063

TABLE 1.

CANADIAN NATIONAL RAILWAYS<sup>(1)</sup>

Year	RAILWAY OPERATING REVENUES <sup>(2)</sup>			RAILWAY OPERATING EXPENSES <sup>(2)</sup>			NET OPERATING REVENUES <sup>(2)</sup>		
	Canadian Lines	United States Lines	Total	Canadian Lines	United States Lines	Total	Canadian Lines	United States Lines	Total
	A	B	C	D	E	F	G	H	I
1923	\$218,613,309	\$38,348,281	\$256,961,590	\$206,069,866	\$29,768,180	\$235,838,046	\$ 12,543,443	\$8,580,101	\$21,123,544
1924	205,232,981	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	12,220,822	54,859,572
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	213,446,581	36,922,417	250,368,998	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	1,189,854	1,192,167
1932	139,948,317	21,155,277	161,103,594	134,300,983	20,907,178	155,208,161	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
1934	140,824,361	24,078,141	164,902,502	130,296,563	21,639,516	151,936,079	10,527,798	2,438,625	12,966,423
1935	144,596,516	28,587,986	173,184,502	135,094,079	23,832,170	158,926,249	9,502,437	4,755,816	14,258,253
1936	154,178,174	32,432,315	186,610,489	145,081,184	26,396,506	171,477,690	9,096,990	6,035,809	15,132,799
1937	165,082,489	33,814,120	198,896,609	155,711,912	27,076,945	180,788,858	11,370,576	6,237,175	17,607,751
1938	156,585,255	25,656,468	182,241,723	152,087,431	24,087,881	176,175,312	4,497,824	1,568,587	6,066,411
1939	173,059,119	30,761,067	203,820,186	157,549,268	25,416,500	182,965,768	15,509,851	5,344,567	20,854,418
1940	212,300,711	35,226,514	247,527,225	175,719,566	26,801,247	202,519,813	36,582,145	8,428,287	45,007,412



Year	Income Available for Fixed Charges	Fixed Charges					Net Income Deficit (3) (4) ( J-O )	Profit and Loss Net Debt (4) ( Q )	Capital Losses, etc. Not Required in Cash (4) ( P+Q ) - ( R+S )	Cash Deficit (4) ( S )
		Rent for Leased Road and Equipment	Interest Paid Dominion Government	Interest on Funded and Unfunded Debt	Amortization of Discount on Funded Debt	Total ( K+L+M+N )				
	J	K	L	M	N	O	P	Q	R	S
1923	\$15,248,264	\$1,387,906	\$ ...	\$35,280,916	\$ 119,172	\$36,787,994	\$ 21,539,730	\$ 2,936,648	\$ 1,476,185	\$ 23,000,193
1924	16,919,824	1,452,709	...	38,738,819	317,672	40,509,200	23,589,376	Cr. 385,872	3,029,278	20,174,226
1925	32,343,023	1,276,120	...	40,547,261	514,024	42,337,405	9,994,382	206,505	395,711	9,805,176
1926	43,505,500	1,284,639	...	39,328,460	503,393	41,116,492	Cr. 2,389,008	Cr. 6,502,004	- 7,318,391	Cr. 1,572,621
1927	38,389,220	1,274,017	...	40,827,549	488,332	42,589,898	4,200,678	820,988	602,365	4,419,301
1928	48,289,321	1,299,813	...	43,809,018	541,590	45,650,421	Cr. 2,638,900	3,446,392	4,271,244	Cr. 3,463,752
1929	36,604,368	1,213,641	...	48,205,311	594,122	50,013,074	13,408,706	511,067	1,658,142	12,261,631
1930	19,971,106	1,292,014	...	53,574,243	690,744	55,557,001	35,585,895	5,453,922	5,362,720	35,677,097
1931	- 1,738,089	1,328,622	...	56,950,118	852,966	59,131,706	60,869,795	5,762,261	5,663,618	60,968,438
1932	- 1,316,739	1,350,197	...	57,432,468	907,515	59,690,180	61,006,919	4,802,615	4,967,807	60,841,727
1933	- 1,111,028	1,351,788	...	56,687,399	867,498	58,906,685	60,017,713	1,600,102	2,662,427	58,955,388
1934	8,715,785	1,372,037	...	56,022,804	827,639	58,222,480	49,506,695	4,161,080	5,259,874	48,407,901
1935	8,014,635	1,372,713	783,671	53,650,917	1,085,516	56,892,817	48,878,182	30,453,831	31,910,548	47,421,465
1936	8,975,091	1,372,229	527,682	49,391,425	881,101	52,172,437	43,197,346	12,684,818	12,578,770	43,303,394
1937	11,241,763	1,505,689	1,744,551	49,081,448	938,729	53,270,417	42,028,654	1,028,946	(5) 711,732	(6) 42,345,868
1938	- 1,019,255	1,474,676	926,125	49,992,116	1,058,825	53,451,742	54,470,997	2,556,036	(5) 2,712,837	(6) 54,314,196
1939	15,248,900	1,459,908	916,165	49,997,713	1,114,378	53,488,164	38,239,264	4,456,698	(5) 2,600,442	(6) 40,095,520
1940	37,920,718	1,467,327	1,737,964	48,998,914	1,101,083	53,305,288	15,384,570	Cr. 113,705	Cr. (5) 1,694,179	(6) 16,965,044

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

(2) Revenues and Expenses, 1923-1927, adjusted to include Commercial Telegraph lines to be comparable with 1928-1938.

(3) Net Income Deficit includes appropriations for Insurance Fund of \$10,384,390 and excludes interest on Government Loans eliminated by Capital Revision Act, 1937.

(4) Columns P + Q and R + S are the Profit and Loss deficits which, with the interest on Government Loans, were eliminated December 31, 1936, by the Capital Revision Act, 1937, as follows:

	At December 31, 1922	Fourteen Years 1923-1936	Adjustments: Dom. Govt. Ry. Accts. & Dom. Govt. Interest	In Dispute	Total	Paid per Col. H Table 3 1927 - 1936	Eliminated by Capital Revision Act 1937
Deficits .....	\$165,623,098	\$492,719,862	- \$ 103,247	\$ ...	\$658,239,713	\$284,416,593	\$373,823,120
Interest .....	69,328,803	467,943,248	- 6,439,455	43,949,089	574,781,637	...	574,781,637

(5) Charged to "Proprietor's Equity."

(6) Contributed by Dominion Government.



TABLE 2. CANADIAN NATIONAL RAILWAYS - CAPITAL STRUCTURE

	Shareholders' Capital				Funded Debt	
	Capital Stock held by Government	Dominion Government Proprietor's Equity	Capital Stock held by Public	TOTAL	Guaranteed by	
					Dominion Government	Provincial Governments
	A	B	C	D	E	F
At dates taken over by Dominion Government (See Note 7)					\$331,309,904	\$93,412,807
Dec. 31, 1922	\$ 265,628,339	\$ ...	\$ 4,591,975	\$ 270,220,314	447,872,904	93,574,380
" " 1923	265,628,339	...	4,591,975	270,220,314	470,372,904	93,574,380
" " 1924	265,628,339	...	4,601,500	270,229,839	558,872,904	93,574,380
" " 1925	265,628,339	...	4,600,075	270,228,414	581,372,904	93,574,380
" " 1926	265,628,339	...	(1) 4,596,410	270,224,749	579,872,891	93,574,380
" " 1927	265,628,339	...	4,594,410	270,222,749	657,181,330	93,574,380
" " 1928	265,628,339	...	4,617,610	270,245,949	681,000,655	93,574,380
" " 1929	265,628,339	...	4,594,910	270,223,249	807,048,134	94,654,505
" " 1930	265,628,339	...	4,592,785	270,221,124	854,431,995	74,912,466
" " 1931	265,628,339	...	4,592,625	270,220,964	970,562,289	74,912,466
" " 1932	265,628,339	...	4,585,225	270,213,564	965,831,382	74,912,466
" " 1933	265,628,339	...	4,585,225	270,213,564	962,992,576	74,912,466
" " 1934	265,628,339	...	4,584,825	270,213,164	963,906,119	74,912,466
" " 1935	265,628,339	...	4,584,225	270,212,564	889,741,774	74,912,466
" " 1936	265,628,339	...	4,584,100	270,212,439	937,620,214	73,777,953
Jan. 1, 1937	...	676,327,701	4,584,100	680,911,801	937,620,214	73,777,953
Dec. 31, 1937	...	675,530,028	4,583,800	680,113,828	970,697,190	73,777,953
Dec. 31, 1938	...	672,688,591	4,583,800	677,272,391	1,004,865,758	67,052,468
Dec. 31, 1939	...	670,088,148	4,566,000	674,654,748	1,053,915,895	38,131,740
Dec. 31, 1940	...	669,459,189	4,566,600	674,025,789	1,000,881,473	38,131,740
Increase or Decrease 1922 - 1940	-265,628,339	669,459,189	- 25,375	403,805,475	553,008,569	- 55,442,640
Adjustments under the Capital Revision Act of 1937	-265,628,339	676,327,701	...	410,699,362	...	...
Transfer of Canadian Government Railway Property to Other Govt. Departments	...	- 2,537,680	...	- 2,537,680	...	...
Capital Net Losses since Jan. 1, 1937	...	- 4,330,832	...	- 4,330,832	...	...
Capital Receipts, 1923-1940 (See Table 3)	...	...	- 25,375	- 25,375	553,008,569	- 55,442,640
	-265,628,339	669,459,189	- 25,375	403,805,475	553,008,569	- 55,442,640

(1) Annual report includes Central Vermont funded debt amounting to \$9,902,865 and capital stock of \$807,600 which are excluded here.

(2) Current liabilities - Loans and bills payable - Minister of Finance are included for 1929, 1930 and 1933.

CANADIAN NATIONAL RAILWAYS - CAPITAL STRUCTURE

Held by Public		Government Loans and Advances			Appropriations for Canadian Government Railways	GRAND TOTAL
Unguaranteed	TOTAL	Non-active Assets in Public Accounts	Active Assets in Public Accounts (2)	TOTAL		
G	H	I	J	K	L	M
\$ 385,198,150	\$ 809,920,861	\$ 115,607,457	\$ ...	\$ 115,607,457	(3) 404,272,030	\$1,329,800,348
263,055,860	804,503,144	506,945,969	...	506,945,969	442,062,571	2,023,731,998
259,151,772	823,099,056	567,870,480	...	567,870,480	447,643,526	2,108,833,376
261,465,799	913,913,083	574,657,394	-14,259,436	560,397,958	451,712,485	2,196,253,365
256,382,019	931,329,303	572,685,535	...	572,685,535	453,935,303	2,228,178,555
(1) 252,032,973	(1) 925,480,244	594,200,367	100,000	594,300,367	(4) 437,412,033	2,227,417,393
230,626,027	981,381,737	595,452,349	80,000	595,538,349	436,416,387	2,283,559,222
203,313,998	977,889,033	601,406,082	13,506,139	614,912,221	417,279,953	2,280,327,156
220,856,554	1,122,559,493	601,406,082	32,641,600	634,047,682	417,150,141	2,443,980,565
239,221,402	1,168,565,863	604,406,239	46,660,542	651,066,781	403,443,935	2,493,297,703
230,982,452	1,276,457,207	604,406,239	35,008,251	639,414,490	405,209,240	2,591,301,901
223,773,319	1,264,517,167	645,527,456	50,195,751	695,723,207	405,170,073	2,635,624,011
217,397,113	1,255,302,155	645,527,456	16,305,439	661,832,895	404,378,682	2,591,727,296
207,511,854	1,246,330,439	645,527,456	27,053,487	672,580,943	404,279,909	2,593,404,455
190,124,761	1,154,779,001	645,527,456	109,073,454	754,600,910	405,062,275	2,584,654,750
173,214,082	1,184,612,249	643,860,558	77,223,467	721,084,025	405,062,244	2,580,970,957
173,214,082	1,184,612,249	...	77,223,467	77,223,467	(5) 16,771,981	1,959,519,498
177,522,256	1,221,997,399	...	62,480,567	62,480,567	(5) 16,771,981	1,981,363,775
178,078,197	1,249,996,423	...	48,144,805	48,144,805	(5) 16,771,981	1,992,185,600
171,353,676	1,263,401,311	...	45,382,081	45,382,081	(5) 16,771,981	2,000,210,121
160,803,121	1,199,816,334	...	113,882,334	113,882,334	(5) 16,771,981	2,004,496,438
-102,252,739	395,313,190	-506,945,969	113,882,334	-393,063,635	-425,290,590	- 19,235,560
...	...	-643,860,558	...	-643,860,558	(6) -388,290,263	- 621,451,459
...	...	...	...	...	- 42,760,459	- 45,298,139
...	...	...	...	...	...	- 4,330,832
-102,252,739	395,313,190	136,914,589	113,882,334	250,796,923	5,760,132	651,844,870
-102,252,739	395,313,190	-506,945,969	113,882,334	-393,063,635	-425,290,590	- 19,235,560

(3) Exclusive of \$14,529,707 for Hudson Bay Railway on March 31, 1919. Appropriation to Dec. 31, 1922 included in total for 1922.

(4) Deduction for Hudson Bay Railway \$15,245,889.

(5) Working capital.

(6) Included in column (B)

(7) Dates constituent lines were taken over:- Canadian Northern, Sept. 30, 1917; Grand Trunk Pacific, March 9, 1919; Grand Trunk, May 21, 1920; Canadian Government Railways, March 31, 1919; (Actual date of transfer November 20, 1918).



TABLE 3.

## R E C E I P T S

Year	FUNDED DEBT HELD BY PUBLIC			GOVERNMENT LOANS AND ADVANCES			Appropriations for Canadian Government Railways (Note 2)	Dominion Government Contributions for Deficits (Note 3)	Decrease in Working Capital, Sinking Fund and other Balance Sheet Accounts (Increase +)	TOTAL
	Net Increase in Par Value	Discount	Net Capital Received	Non-active Assets in Public Accounts	Active Assets in Public Accounts (Note 1)	TOTAL				
	A	B	C	D	E	F	G	H	I	J
1923	\$ 18,595,912	\$ 474,975	\$ 18,120,937	\$ 60,924,511	\$ ...	\$ 60,924,511	\$ 5,180,620	\$ ...	+ 4,445,561	\$ 79,780,507
1924	90,814,027	3,251,938	87,562,089	6,786,914	-14,259,436	- 7,472,522	3,594,214	...	+ 19,221,933	64,461,848
1925	17,416,220	795,000	16,621,220	- 1,971,859	14,259,436	12,287,577	1,886,314	...	4,231,167	35,026,278
1926	- 5,849,059	...	- 5,849,059	21,514,832	100,000	21,614,832	- 1,507,605	...	10,289,976	24,548,144
1927	55,901,493	2,508,680	53,392,813	1,257,982	- 20,000	- 20,000	- 1,194,264	2,117,936	909,613	54,644,854
1928	- 3,492,704	1,540,539	- 5,033,243	5,947,733	13,426,139	19,373,872	- 5,782,490	4,200,356	40,838,477	53,596,972
1929	144,670,460	4,063,136	140,607,324	...	19,135,461	19,135,461	113,000	4,762,217	+ 69,991,561	94,626,421
1930	46,006,370	2,189,458	43,816,912	3,000,157	14,018,942	17,019,099	1,674,204	6,476,667	45,316,592	114,303,474
1931	107,891,344	4,226,030	103,665,314	...	-11,652,291	- 11,652,291	1,765,306	8,712,762	+ 5,864,446	96,626,645
1932	- 11,940,040	...	- 11,940,040	41,121,217	15,187,500	56,308,717	- 39,167	(3) 6,635,845	11,626,267	62,591,622
1933	- 9,215,012	...	- 9,215,012	...	-33,890,312	- 33,890,312	...	(4) 112,378,050	+ 6,530,346	62,742,380
1934	- 8,971,716	256,250	- 9,227,966	...	10,748,048	10,748,048	70,000	48,407,901	+ 2,932,076	47,065,907
1935	- 91,551,438	921,500	- 92,472,938	...	82,019,967	82,019,967	...	47,421,465	11,170,848	48,139,342
1936	29,833,248	1,898,750	27,934,498	- 1,666,898	-31,849,987	- 33,516,885	...	43,303,394	12,580,298	50,301,305
1937	37,385,150	641,662	36,743,488	...	-14,742,900	- 14,742,900	...	42,345,868	+ 231,486	64,114,970
1938	27,999,024	1,491,120	26,507,904	...	-14,335,762	- 14,335,762	...	54,314,196	2,228,865	68,715,203
1939	13,404,888	1,403,430	12,001,458	...	- 2,762,723	- 2,762,723	...	40,095,520	2,871,176	52,205,431
1940	- 63,584,977	...	63,584,977	...	68,500,252	68,500,252	...	16,965,044	12,653,498	34,533,817
TOTAL	395,313,190	25,662,468	369,660,722	136,914,589	113,882,334	250,796,923	5,760,132	438,137,221	43,680,122	1,108,025,120



TABLE 4.

## EXPENDITURES

Year	Investments					Cash Deficits (See Table 1)	Total Expenditures
	Railway Rolling Stock, Inland Steamships Communications and Miscellaneous Properties	Hotels	Coastal Steamships	Affiliated Companies	TOTAL		
	\$	\$	\$	\$	\$	\$	\$
1923	54,268,938	695,736	...	1,815,640	56,780,314	23,000,193	79,780,507
1924	41,208,257	606,211	...	2,473,154	44,287,622	20,174,226	64,461,848
1925	18,290,616	391,724	267,185	6,271,577	25,221,102	9,805,176	35,026,278
1926	23,187,739	1,263,024	11,774	1,658,228	26,120,765	Cr. 1,572,621	24,548,144
1927	45,002,322	1,090,905	3,707	4,128,619	50,225,553	4,419,301	54,644,854
1928	40,157,334	3,871,239	5,580	13,026,571	57,060,724	Cr. 3,463,752	53,596,972
1929	81,425,585	3,832,827	3,241,495	- 6,135,117	82,364,790	12,261,631	94,626,421
1930	58,175,568	4,928,702	3,456,085	12,066,022	78,626,377	35,677,097	114,303,474
1931	28,822,800	5,473,456	- 9,189	1,371,140	35,658,207	60,968,438	96,626,645
1932	- 1,384,143	2,194,468	- 11,166	950,736	1,749,895	60,841,727	62,591,622
1933	341,819	610,968	207	2,833,998	3,786,992	58,955,388	62,742,380
1934	- 1,274,840	258,841	112	- 326,107	- 1,341,994	48,407,901	47,065,907
1935	153,834	535,679	- 2,425	30,789	717,877	47,421,465	48,139,342
1936	6,656,687	267,947	14,947	58,330	6,997,911	43,303,394	50,301,305
1937	20,970,509	69,871	- 165,716	894,438	21,769,102	42,345,868	64,114,970
1938	+10,260,451	1,020,099	- 481,758	3,602,215	+14,401,007	54,314,196	68,715,203
1939	8,161,777	1,698,321	3,750	2,246,063	12,109,911	40,095,520	48,417,514
1940	20,562,712	127,067	- 3,230,809	169,803	17,568,773	16,965,044	34,633,817
TOTAL	454,987,965	28,937,085	3,043,779	47,136,099	534,104,928	573,920,192	1,108,025,120

TABLE 5.

## CANADIAN NATIONAL RAILWAYS

## OPERATING STATISTICS

Year	Average Miles of Road Operated	Revenue Freight Carried (Thousand Tons)	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 <sup>(2)</sup> 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	228,802	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
1934	23,676	36,966	12,950	10,080	723	126,118	16,331	29,725	164,903	151,936	24,766
1935	23,652	38,808	13,509	9,721	770	133,745	16,645	30,225	173,185	158,926	25,586
1936	23,554	43,451	14,814	10,099	831	145,488	17,022	31,026	186,610	171,478	28,313
1937	23,707	47,038	15,165	10,888	953	153,796	18,945	33,662	198,397	180,789	29,858
1938	23,684	40,578	14,505	10,289	892	139,770	18,097	32,172	182,242	176,175	27,853
1939	23,668	45,691	17,084	10,145	875	160,255	17,817	33,012	203,820	182,966	29,707
1940	23,603	55,060	21,532	11,204	1,125	194,562	21,702	41,253	247,527	202,520	34,571

Year	Passenger Train <sup>(2)</sup> Miles <sup>(3)</sup>	Averages per Mile of Road Operated				Average per Freight Train Mile		Average per Passenger Train Mile		Average Tons per Loaded Car Mile <sup>(1)</sup>	Average Haul Rev. Freight Miles
		Revenue Ton Miles <sup>(4)</sup>	Passenger Miles	Operating Revenue	Operating Expenses	Revenue Ton Miles <sup>(4)</sup>	Freight Revenue	Passengers	Pass. Train Revenues		
	(Thousands)			\$	\$		\$		\$		
1923	23,914	853,703	66,350	11,784	10,816	502	5.01	60.50	2.49	25.59	325.2
1924	24,145	774,372	62,761	10,958	10,135	517	5.22	56.84	2.38	24.85	322.5
1925	24,619	818,150	62,908	11,370	9,860	541	5.44	56.05	2.31	24.75	327.8
1926	24,915	868,315	65,140	12,279	10,130	544	5.68	57.70	2.36	24.55	316.3

1927	25,929	872,402	66,827	12,386	10,513	531	5.54	57.20	2.31	24.67	314.0
1928	26,900	1,008,634	67,974	13,673	11,210	577	5.87	56.29	2.29	25.20	326.6
1929	27,104	851,279	61,920	12,838	10,988	536	5.98	51.69	2.22	23.89	297.1
1930	27,664	711,187	51,342	10,612	9,674	534	5.83	43.89	1.93	23.78	309.9
1931	24,631	611,609	36,428	8,436	8,385	535	5.48	35.15	1.65	24.13	350.3
1932	19,890	537,138	28,862	6,777	6,529	522	4.94	34.50	1.59	24.97	372.9
1933	18,536	484,397	28,007	6,255	6,015	516	5.04	35.87	1.50	24.34	368.2
1934	18,402	544,722	30,540	6,965	6,417	521	5.09	39.29	1.62	24.32	350.3
1935	18,639	568,318	32,557	7,322	6,719	525	5.23	41.31	1.62	23.99	348.1
1936	18,174	625,956	35,292	7,923	7,280	520	5.14	45.74	1.71	24.11	340.9
1937	19,285	636,718	40,218	8,369	7,626	505	5.15	49.44	1.75	23.25	322.4
1938	18,723	609,720	37,646	7,695	7,439	518	5.02	47.62	1.72	24.43	357.5
1939	18,678	718,554	56,987	8,611	7,731	572	5.59	46.87	1.76	25.97	373.9
1940	19,172	908,158	47,655	10,487	8,580	620	5.83	58.67	1.94	27.47	391.1

Year	Average Passenger Journey (Miles)	Average Revenue				Number of Employees	Total Pay Roll (Thousands)	Pay Roll Charged to Operating Expenses (Thousands)	Ratio of Operating Pay Roll to Revenues (Per Cent)	Ratio of Operating Expenses to Revenues (Per Cent)
		Per Ton of Freight \$	Per Passenger \$	Per Ton Mile ¢	Per Passenger Mile ¢					
1923	61.1	3.24	1.66	.995	2.715	107,007	153,884	137,457	53.49	91.78
1924	60.4	3.26	1.64	1.010	2.713	101,489	145,622	129,423	54.02	92.50
1925	63.7	3.28	1.69	1.001	2.654	98,382	143,963	129,790	52.04	86.72
1926	66.6	3.29	1.77	1.039	2.650	102,890	151,945	135,225	49.90	82.50
1927	72.2	3.26	1.88	1.038	2.601	103,540	159,250	140,457	51.10	84.88
1928	76.9	3.30	1.99	1.011	2.585	107,602	168,728	149,790	49.18	81.99
1929	72.8	3.29	1.93	1.108	2.650	109,096	173,079	151,494	52.15	85.59
1930	69.2	3.36	1.87	1.086	2.710	101,046	159,981	143,348	57.12	91.17
1931	65.6	3.57	1.76	1.020	2.679	91,416	139,785	126,951	63.32	99.41
1932	66.2	3.51	1.67	.942	2.515	76,616	106,912	99,693	61.88	96.34
1933	70.5	3.58	1.59	.972	2.261	70,625	95,632	89,631	60.35	96.16
1934	71.7	3.41	1.62	.974	2.259	74,774	98,408	91,987	55.78	92.14
1935	79.2	3.45	1.71	.990	2.162	75,053	104,862	96,815	55.90	91.77
1936	82.3	3.35	1.69	.982	2.048	78,836	111,221	102,534	54.94	91.89
1937	87.6	3.27	1.74	1.014	1.987	79,471	117,805	108,301	54.59	91.12
1938	86.7	3.44	1.78	.964	2.030	74,953	116,526	107,870	59.19	96.87
1939	86.3	3.51	1.76	.938	2.035	78,129	122,354	112,494	55.19	89.77
1940	100.4	3.53	1.94	.904	1.929	82,831	132,584	121,146	48.94	81.82

- (1) Revenue and non-revenue freight.  
(2) Includes portion of mixed train miles.

- (3) Includes unit car miles.  
(4) Excludes ton miles on car ferries, etc.



