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DOMINION BUREAU OF STATISTICS

CANADA
DOMINION BUREAU OF STATISTICS
TRANSPORTATION BRANCH

SUMMARY REPORT
of
OPERATING REVENUES, EXPENSES AND STATISTICS
of
RAILWAYS
With Annual Operating Revenues of \$500,000
For Year Ended December 31
1922

Published by Authority of the Hon. J. A. Robb, M. P.,
Minister of Trade and Commerce.

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OTTAWA

1923

Handwritten title

Handwritten text

DOMINION BUREAU OF STATISTICS
TRANSPORTATION BRANCH
OTTAWA

Dominion Statistician, R. H. Coats, B.A., F.S.S.
Chief, Transportation Branch, G. S. Wrong, B.Sc.

OPERATING REVENUES, EXPENSES & STATISTICS

STEAM RAILWAYS OF CANADA.

WITH ANNUAL OPERATING REVENUES OF \$500,000.

For the year ended Dec. 31, 1922

The following is a summary of the monthly railway operating reports for 1922 showing also corresponding data for 1921.

The last three years have been trying years for the Canadian railways. The year 1920 was a record year in respect to revenues, resulting from a combination of fairly heavy traffic and high freight rates, but expenses were also high and net operating revenues, except for October and November, were small and for three months became deficits. Throughout 1921 both freight and passenger traffic were lighter than in 1920; however, increases in freight and passenger rates made in September 1920, increased revenues, while cuts in rates of wages in July 1921 and declines in prices of materials reduced operating expenses so that after February there was a continued increase in the net operating revenues. January and February 1922 again showed operating deficits, but thereafter net revenues were earned, and with the enormous grain harvest, the volume of traffic handled by the railways reached a record and net revenues also increased. Freight rates were reduced July 6th by 20 to 25 per cent on grain and grain products and on August 1st by about 6 per cent on basic commodities such as forest products, iron, building materials, etc., and all increases granted in 1920 on coal were removed. Despite these material reductions in rates, however, substantial net revenues were produced. The effect of cheaper materials was more fully felt than during 1921, the wholesale prices index number for 1921 showing a drop of 70.9 points from 1920, and for 1922 a further drop of 21.2 points. Certain reductions in rates of wages were made during the year, and a saving was also effected by the elimination of overtime and punitive rate schedules and by rearrangements of working conditions. These and other factors (increased traffic density being not the least) enabled the railways to keep the expenses on the whole below 1921 and well below 1920 and to show surpluses from operation.

The increases in traffic, except in coal, were more or less general throughout all commodities, with grain, forest products and building materials predominating. The strikes of the railway shopmen on American railways caused some diversion of traffic over Canadian railways, and there was also a tendency, possibly due to the effects of the strikes, to draw Canadian freight cars into service on American roads. According to reports of the Railway Association of Canada covering practically all roads in Canada, the excess of Canadian box cars on the United States roads over American box cars on Canadian roads was 10,193 on July 15 and on October 1 when cars were needed for grain this had increased to 20,522 although by the close of the year it had been reduced to 17,262, whereas the greatest surplus of American coal cars on Canadian roads was 8,367 on November 1st.

The strikes in union coal mines in the United States April to August greatly curtailed the imports of coal and threw additional burden on the railways to overcome the lack of storage piles throughout the country when their energies were required to move the huge harvest. Happily there were no strikes on Canadian railways, working conditions and wage schedules having been amicably arranged, and the grain was handled very expeditiously. This year over twelve and three quarter million bushels of grain moved westward and was exported from Vancouver.

During May 1922 working conditions were rearranged, providing for payment of the 9th and 10th hour on a prorata rate instead of punitive rate for maintenance of way employees. Also certain federated shop craft employees' pay for holidays other than New Years, Labour Day and Christmas, was rearranged on a straight time basis instead of on punitive rates. Straight time was also applied to Sunday work under certain conditions. Somewhat similar arrangements were made in June with clerks, other office and station employees and labourers. During July rates of wages of maintenance of way employees were cut one to five cents per hour and in November these were increased one to three cents. In August federated craft employees wage rates were cut seven to nine cents per hour and in November 1st clerks and certain other office and station employees' rates were reduced approximately one cent per hour.

The same changes were not made on all roads and at the same time, but the above were the most important alterations. The full effect of the changes in rates and working conditions will not be revealed until the annual reports of all roads are received and the data compiled.

In July the Privy Council disallowed the appeal of holders of the preference and common stock of Grand Trunk Railway against the majority award of the arbitration board and in October the Grand Trunk, Grand Trunk Pacific, Canadian National and Canadian Government lines were placed under the management of one board of directors and a new president appointed over the combined system. This system now comprises 20,879 miles of road in Canada excluding electric lines and lines in the United States.

The railways as a whole reduced the operating ratio for the year from 91.95 per cent in 1921 to 89.16 per cent and increased the net operating revenues by \$11,006,005 and the operating income \$13,849,726, by a reduction of operating expenses. Although over five million more tons of freight were carried and the ton mileage increased by almost 15 per cent, through reductions in freight rates, freight revenues showed a decline of .73 per cent, and with reduced rates and reduced passenger travel, passenger revenues showed a decline of 11.6 per cent, while total revenues decreased \$15,349,237 or 3.4 per cent, the only item of revenues to show an increase being mail which was \$419,238 over 1921.

Operating expenses were reduced \$26,355,242 or 6.3 per cent, reductions being made in every item except traffic expenses which increased \$1,672,866. Maintenance of way and structures expenses were cut \$7,689,658, maintenance of equipment \$3,112,137 and transportation expenses \$17,465,529 or 8.4 per cent, the last was effected in spite of an increase of 3 per cent in total train miles and an increase of 12.2 per cent in total ton miles.

The total pay roll showed a reduction of \$15,455,563 or 6.4 per cent with less than one per cent decrease in average number of employees. Traffic density increased about 12 per cent and the average loading of freight trains was increased 27.6 net tons and 1.6 cars, while freight revenues declined 38 cents per train mile. The average operating expenses per train mile (all trains) were reduced from \$3.94 to \$3.57, a cut of 10 per cent. The great quantity of western grain moved was possibly the chief factor in increasing the average haul per ton which increased from 272.6 miles in 1921 to 296.0 miles. The average freight receipts per ton mile declined from 1.197 cents in 1921 to 1.037 cents. This was a decrease of 13 per cent but was 37 per cent above the yearly average for 1913, although the average for December 1922 (.880 cents) was only 16 per cent above the 1913 yearly average. Average passenger receipts per passenger per mile was 2.812 cents, being a decrease from 1921 of 23 per cent but still 42 per cent above the 1913 yearly average which was 1.973 cents.

Charts on the last pages show graphically the net operating revenues, gross operating revenues and operating expenses of all railways by months for 1920-1921 and 1922. It will be noted that the net operating revenues have shown improvements each succeeding year.

Canadian National Railways-reduced the operating deficit from \$16,416,256 in 1921 to \$9,996,981 and the operating income from a deficit of \$18,164,459 to \$10,699,757. To this must be added interest on funded and unfunded debt. Freight traffic showed an increase of 13.5 per cent, but passenger traffic fell off 3.5 per cent and with reduced rates freight revenues showed a decrease of \$3,901,611 or 4.2 per cent and passenger revenues a decrease of \$2,289,218 or 11.3 per cent while total revenues declined \$6,706,990 or 5.4 per cent.

Expenses were reduced \$13,126,266 or 9.3 per cent including cuts of \$2,522,752 in maintenance of way, \$1,195,304 in maintenance of equipment and \$11,232,779 in transportation expenses. The effect was to decrease the operating ratio from 113.10 per cent to 108.42 per cent and reduce the deficit as shown above. The reduction in the pay roll for the year was \$7,803,570 with an increase in the average number of employees of 1,055 or 1.8 per cent.

The average receipts per ton per mile were reduced from 1.053 cents to .889 cents, a cut of 16 per cent, but by increasing the train loading 69.7 net tons of revenue freight the earnings per train mile decreased only 5 cents or 1.5 per cent.

The average haul of revenue freight increased from 416.7 miles to 450 miles while the average passenger journey showed little change. The reduction of freight rates on grain and basic commodities during the summer coupled with the heavy movement of grain reduced the average receipts per ton per mile to .889 cents which was only 17 per cent above the average for all railways for 1913.

Canadian Pacific Railways- Although freight traffic for the year showed an increase of over 20 per cent the freight revenue increased only one fifth of one per cent and total revenues decreased \$7,375,966 or 4 per cent. The pay roll was reduced \$2,683,179 and other economies effected cutting the operating expenses by \$8,812,612 or 5.6 per cent and increasing the net operating revenues by \$906,646 or 2.4 per cent. Practically all this increase accumulated during October, November and December; the net operating revenues for January to September inclusive were \$24,008,740 for 1922 and \$27,482,505 for 1921.

The enormous traffic handled during October, November and December of which the western grain was the main item (although coal, forest products and building materials, gravel, stone, cement, structural iron and merchandise, also showed gains) produced large increases in revenues and the net revenue for the three months aggregated \$18,977,134 as compared with \$14,524,494 for the corresponding months in 1921.

There was practically no change in the average train loading and a decrease of only .4 tons in average car load. The traffic density increased 19 per cent, the average length of haul increased 26.3 miles or 7 per cent, while the average operating expenses per train mile (all trains) was reduced from \$3.88 to \$3.37 a cut of 13 per cent.

Grand Trunk Railway of Canada increased the net operating revenue by \$1,703,466 or 30 per cent and earned an operating income of \$9,265,851 being an increase of \$2,437,537 or 35.6 per cent over 1921.

Freight revenues increased \$2,321,164 or 4.3 per cent with an increase of 12.6 per cent in revenue ton miles. Passenger revenues decreased \$1,168,161 or 7.5 per cent with 611,516 fewer passengers carried and a decrease of 1.7 per cent in passenger miles and total revenues showed an increase of \$841,986 or 1.1 per cent.

Total operating expenses were reduced \$861,479 or 1.2 per cent including a reduction of \$2,122,091 in maintenance of way and structures an increase of \$2,982,817 in maintenance of equipment and reduction of \$1,554,148 in transportation expenses. The total pay roll for the year showed a cut of \$2,949,924 or 6.4 per cent with practically no change in the number of employees.

Train loading was increased 30.8 net tons and 1.9 cars with lighter loading per car of 1.6 tons. The average receipts per ton mile showed a decrease of 7 per cent; the total traffic not containing such a large percentage of grain as with the western railways the cuts in rates did not effect the revenues to the same extent as on the Canadian National and Canadian Pacific.

It should be noted that the above covers the operation of the Grand Trunk Canadian lines and not the lines west of Detroit and St. Clair Rivers and in the New England States.

21/3/23-KH.

It is the duty of every citizen to
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1875

OPERATING REVENUES EXPENSES & STATISTICS

STEAM RAILWAYS OF CANADA

With annual Operating Revenues of \$500,000.

For the year ended Dec. 31, 1922

	1922	1921
<u>OPERATING REVENUES</u>		
Freight	\$313,606,974.85	\$315,908,654.31
Passenger	78,690,835.14	89,013,211.66
Mail	7,485,417.75	7,066,179.58
Express	13,575,552.10	15,700,995.35
Other Freight Train	46,238.35	55,616.76
Other Passenger Train	6,601,428.78	6,954,485.33
Water Line	2,824,193.60	2,946,299.91
All Other	14,783,421.68	15,317,856.72
Total Railway Operating Revenues	437,614,062.25	452,963,299.62
<u>OPERATING EXPENSES</u>		
Maint. of Way & Structures	\$78,421,590.67	\$86,111,249.64
Maint. of Equipment	93,486,271.08	96,598,408.10
Traffic	12,903,568.41	11,230,701.89
Transportation	189,406,378.36	206,871,907.39
Misc. Operations	5,345,991.43	6,032,140.51
General	11,501,812.58	11,679,037.63
Trans. for Investment	Cr. 905,926.06	Cr. 2,008,515.87
Total Railway Operating Expenses	390,159,686.47	416,514,929.29
<u>OPERATING INCOME</u>		
Net Operating Revenue	\$47,454,375.78	\$36,448,370.33
Railway Tax Accruals	9,053,155.53	9,265,408.93
Uncollectable Revenues	44,799.84	10,585.55
Hire of Equipment	Cr. 3,868,085.21	Cr. 2,148,271.62
Joint Facilities Rents	1,172,772.96	2,118,641.68
Operating Income	41,051,732.66	27,202,005.79
<u>OPERATING STATISTICS</u>		
Average Miles of Road Operated	38,813	38,587
No. of Tons Carried (Rev. Fr.)	102,192,026	96,847,299
No. of Tons Carried One Mile (Rev. Fr.)	30,245,334,074	26,397,438,632
No. of Tons Carried (All Fr.)	119,098,272	114,933,658
No. of Tons Carried One Mile (All Fr.)	33,414,405,686	29,776,866,342
No. of Revenue Pass. Carried	43,175,081	45,678,535
No. of Revenue Pass. Carried One Mile	2,798,104,837	2,937,333,078
# Freight Train Miles	60,903,251	57,153,561
# Passenger Train Miles	45,003,722	45,776,537
Total Train Miles (Rev. & Non Rev.)	109,329,587	105,760,606
Freight Car Miles-Loaded	1,313,951,446	1,144,592,570
Freight Car Miles-Empty	628,693,202	589,216,760
Passenger Train Car Miles	314,542,186	319,858,894
Total Amount of Pay Roll	\$225,864,428.24	\$241,319,991.93
Number of Employees	155,887	156,786
<u>AVERAGES PER MILE OF ROAD OPERATED</u>		
Operating Revenue	\$11,274.94	\$11,738.75
Operating Expenses	\$10,052.29	\$10,794.18
No. of Tons Moved One Mile (Rev. Fr.)	779,258	684,102
No. of Tons Moved One Mile (All Fr.)	860,908	771,681
<u>AVERAGES PER FREIGHT TRAIN MILE</u>		
Freight Revenue	\$5.15	\$5.53
No. of Tons of Freight (Rev. Fr.)	496.6	461.9
No. of Tons of Freight (All Fr.)	548.6	521.0
Loaded Freight Cars	21.6	20.0
Empty Freight Cars	10.3	10.3
<u>AVERAGES PER PASS. TRAIN MILE</u>		
Passenger Train Revenue	\$2.36	\$2.59
Passengers Carried	62.2	64.2
Passenger Cars	7.0	7.0
Average Operating Expenses per train mile	\$5.57	\$3.94
Average Length of Haul (Rev. Fr.) Miles	296.0	272.6
Average Passenger Journey Miles	64.8	64.3
Average Tons per loaded Fr. Car	25.4	26.0
Av. Fr. Receipt per Rev. Ton Miles	1.037¢	1.197¢
Av. Passenger Receipt per Pass. per mile	2.812¢	3.030¢
Ratio of Pay Roll to Operating Revenues	51.6%	53.3%
Ratio of Pay Roll to Operating Expenses	57.9%	57.9%
Ratio of Operating Expenses to Revenue	89.16%	91.95%

#- Contains a proportion of mixed train miles.

OPERATING REVENUES, EXPENSES & STATISTICS

CANADIAN NATIONAL RY.
(Can. Gov., Can. Northern, Grand Trunk Pac.)

For the Year ended Dec. 31, 1922.

	1922	1921
<u>OPERATING REVENUES</u>		
Freight	\$89,726,925.51	\$93,628,537.37
Passenger	17,919,602.17	20,208,820.19
Mail	2,094,621.29	2,026,600.65
Express	3,433,612.28	3,664,424.20
Other Freight Train	6,505.35	7,692.55
Other Passenger Train	1,973,395.50	2,166,797.30
Water Line
All Other	3,455,778.78	3,614,559.57
Total Railway Operating Revenues	118,610,440.88	125,317,431.83
<u>OPERATING EXPENSES</u>		
Maint. of Way & Structures	\$31,033,118.35	\$33,555,870.76
Maint. of Equipment	30,264,966.08	31,460,270.70
Traffic	2,861,695.68	2,541,874.83
Transportation	59,886,574.76	71,119,354.60
Misc. Operations	1,831,339.01	2,041,495.78
General	3,589,650.11	3,002,365.55
Trans. for Investment	Cr. 859,921.66	Cr. 1,987,543.15
Total Railway Operating Expenses	128,607,422.33	141,733,688.77
<u>OPERATING INCOME</u>		
Net Operating Revenue	Dr. \$9,996,981.45	Dr. \$16,416,256.94
Railway Tax Accruals	1,409,054.62	1,550,225.32
Uncollectable Revenues	6,362.03	127.95
Hire of Equipment	Cr. 1,058,387.00	Cr. 1,172,125.48
Joint Facilities Rents	Dr. 315,746.37	Dr. 1,369,975.14
Operating Income	Dr. 10,699,757.47	Dr. 18,164,459.87
<u>OPERATING STATISTICS</u>		
Average Miles of Road Operated	17,225	17,110
No. of Tons Carried (Rev. Fr.)	22,426,403	21,337,298
No. of Tons Carried One Mile (Rev. Fr.)	10,091,109,668	8,890,853,937
No. of Tons Carried (All Fr.)	27,702,208	27,977,774
No. of Tons Carried One Mile (All Fr.)	11,470,240,321	10,415,399,670
No. of Revenue Passengers Carried	11,331,226	11,930,389
No. of Revenue Passengers Carried One Mile	689,191,942	714,114,278
#Freight Train Miles	20,932,710	21,560,241
#Passenger Train Miles	12,726,747	13,209,605
Total Train Miles (Rev. & Non Rev.)	33,659,457	36,601,475
Freight Car Miles-Loaded	424,765,144	389,322,088
Freight Car Miles-Empty	219,929,355	211,306,626
Passenger Train Car Miles	92,539,728	93,043,183
Total Amount of Pay Roll	\$79,983,845.35	\$87,787,416.14
Number of Employees	57,815	55,870
<u>AVERAGES PER MILE OF ROAD OPERATED</u>		
Operating Revenue	\$6,885.95	\$7,324.22
Operating Expenses	\$7,466.32	\$8,283.68
No. of Tons Moved One Mile (Rev. Fr.)	585,841	519,629
No. of Tons Moved One Mile (All Fr.)	665,906	608,732
<u>AVERAGES PER FREIGHT TRAIN MILE</u>		
Freight Revenue	\$4.29	\$4.34
No. of Tons of Freight (Rev. Fr.)	482.1	412.4
No. of Tons of Freight (All Fr.)	547.9	483.1
Loaded Freight Cars	20.3	18.1
Empty Freight Cars	10.5	9.6
<u>AVERAGES PER PASS. TRAIN MILE</u>		
Passenger Train Revenue	\$2.00	\$2.12
Passengers Carried	54.2	54.1
Passenger Cars	7.3	7.0
Average Operating Expenses per train mile	\$3.58	\$3.87
Average Length of Haul (Rev. Fr.) Miles	450.0	416.7
Average Passenger Journey Miles	60.8	59.9
Average Tons per Loaded Fr. Car	27.0	26.8
Fr. Fr. Receipt per Rev. Ton Miles	.889¢	1.053¢
Fr. Passenger Receipt per Pass. per Mile	2.600¢	2.820¢
Ratio of Pay Roll to Operating Revenues	67.4%	70.1%
Ratio of Pay Roll to Operating Expenses	62.2%	61.0%
Ratio of Operating Expenses to Revenue	108.42%	113.10%

Contains a proportion of mixed train miles

GENERAL INSTRUCTIONS TO THE JURY

THE COURT HAS SEEN TO THE FACTS OF THIS CASE

AND YOU ARE TO DECIDE THE CASE

1. The first duty of the jury is to listen to the evidence.	2. The second duty of the jury is to weigh the evidence.	3. The third duty of the jury is to apply the law.	4. The fourth duty of the jury is to reach a verdict.
5. The fifth duty of the jury is to return the verdict.	6. The sixth duty of the jury is to follow the instructions of the court.	7. The seventh duty of the jury is to be impartial.	8. The eighth duty of the jury is to be honest.
9. The ninth duty of the jury is to be fair.	10. The tenth duty of the jury is to be reasonable.	11. The eleventh duty of the jury is to be wise.	12. The twelfth duty of the jury is to be brave.
13. The thirteenth duty of the jury is to be patient.	14. The fourteenth duty of the jury is to be diligent.	15. The fifteenth duty of the jury is to be careful.	16. The sixteenth duty of the jury is to be thorough.
17. The seventeenth duty of the jury is to be accurate.	18. The eighteenth duty of the jury is to be precise.	19. The nineteenth duty of the jury is to be exact.	20. The twentieth duty of the jury is to be correct.
21. The twenty-first duty of the jury is to be true.	22. The twenty-second duty of the jury is to be just.	23. The twenty-third duty of the jury is to be equitable.	24. The twenty-fourth duty of the jury is to be merciful.
25. The twenty-fifth duty of the jury is to be kind.	26. The twenty-sixth duty of the jury is to be gentle.	27. The twenty-seventh duty of the jury is to be soft.	28. The twenty-eighth duty of the jury is to be sweet.
29. The twenty-ninth duty of the jury is to be good.	30. The thirtieth duty of the jury is to be virtuous.	31. The thirty-first duty of the jury is to be noble.	32. The thirty-second duty of the jury is to be brave.
33. The thirty-third duty of the jury is to be strong.	34. The thirty-fourth duty of the jury is to be firm.	35. The thirty-fifth duty of the jury is to be steady.	36. The thirty-sixth duty of the jury is to be constant.
37. The thirty-seventh duty of the jury is to be enduring.	38. The thirty-eighth duty of the jury is to be persevering.	39. The thirty-ninth duty of the jury is to be diligent.	40. The fortieth duty of the jury is to be industrious.
41. The forty-first duty of the jury is to be active.	42. The forty-second duty of the jury is to be energetic.	43. The forty-third duty of the jury is to be vigorous.	44. The forty-fourth duty of the jury is to be powerful.
45. The forty-fifth duty of the jury is to be mighty.	46. The forty-sixth duty of the jury is to be strong.	47. The forty-seventh duty of the jury is to be firm.	48. The forty-eighth duty of the jury is to be steady.
49. The forty-ninth duty of the jury is to be constant.	50. The fiftieth duty of the jury is to be enduring.	51. The fifty-first duty of the jury is to be persevering.	52. The fifty-second duty of the jury is to be diligent.
53. The fifty-third duty of the jury is to be industrious.	54. The fifty-fourth duty of the jury is to be active.	55. The fifty-fifth duty of the jury is to be energetic.	56. The fifty-sixth duty of the jury is to be vigorous.
57. The fifty-seventh duty of the jury is to be powerful.	58. The fifty-eighth duty of the jury is to be mighty.	59. The fifty-ninth duty of the jury is to be strong.	60. The sixtieth duty of the jury is to be firm.
61. The sixty-first duty of the jury is to be steady.	62. The sixty-second duty of the jury is to be constant.	63. The sixty-third duty of the jury is to be enduring.	64. The sixty-fourth duty of the jury is to be persevering.
65. The sixty-fifth duty of the jury is to be diligent.	66. The sixty-sixth duty of the jury is to be industrious.	67. The sixty-seventh duty of the jury is to be active.	68. The sixty-eighth duty of the jury is to be energetic.
69. The sixty-ninth duty of the jury is to be vigorous.	70. The seventieth duty of the jury is to be powerful.	71. The seventy-first duty of the jury is to be mighty.	72. The seventy-second duty of the jury is to be strong.
73. The seventy-third duty of the jury is to be firm.	74. The seventy-fourth duty of the jury is to be steady.	75. The seventy-fifth duty of the jury is to be constant.	76. The seventy-sixth duty of the jury is to be enduring.
77. The seventy-seventh duty of the jury is to be persevering.	78. The seventy-eighth duty of the jury is to be diligent.	79. The seventy-ninth duty of the jury is to be industrious.	80. The eightieth duty of the jury is to be active.
81. The eighty-first duty of the jury is to be energetic.	82. The eighty-second duty of the jury is to be vigorous.	83. The eighty-third duty of the jury is to be powerful.	84. The eighty-fourth duty of the jury is to be mighty.
85. The eighty-fifth duty of the jury is to be strong.	86. The eighty-sixth duty of the jury is to be firm.	87. The eighty-seventh duty of the jury is to be steady.	88. The eighty-eighth duty of the jury is to be constant.
89. The eighty-ninth duty of the jury is to be enduring.	90. The ninetieth duty of the jury is to be persevering.	91. The ninety-first duty of the jury is to be diligent.	92. The ninety-second duty of the jury is to be industrious.
93. The ninety-third duty of the jury is to be active.	94. The ninety-fourth duty of the jury is to be energetic.	95. The ninety-fifth duty of the jury is to be vigorous.	96. The ninety-sixth duty of the jury is to be powerful.
97. The ninety-seventh duty of the jury is to be mighty.	98. The ninety-eighth duty of the jury is to be strong.	99. The ninety-ninth duty of the jury is to be firm.	100. The hundredth duty of the jury is to be steady.

OPERATING REVENUES EXPENSES & STATISTICS.

CANADIAN PACIFIC RLY.
(Montreal & Atlantic Ry. Esquimaux & Nanaimo Ry.)

For the year ended December 31st,

	1922	1921
<u>OPERATING REVENUES</u>		
Freight	\$129,625,392.32	\$129,357,533.94
Passenger	35,480,898.02	41,612,421.16
Mail	3,625,711.44	3,388,793.90
Express	5,945,769.80	7,741,012.13
Other Freight Train	35,060.62	37,744.44
Other Passenger Train	3,861,036.48	3,924,232.54
Water Line	2,212,479.67	2,360,571.53
All Other	7,495,255.72	7,735,461.77
Total Railway Operating Revenues	188,281,604.57	196,157,571.41
<u>OPERATING EXPENSES</u>		
Maint. of Way & Structures	\$28,027,435.26	\$29,698,276.37
Maint. of Equipment	32,587,818.40	37,349,107.00
Traffic	7,382,302.77	6,290,291.68
Transportation	75,544,656.18	78,467,265.68
Misc. Operations	2,603,032.29	2,878,759.23
General	3,623,894.03	3,998,051.88
Trans. for Investment
Total Railway Operating Expenses	149,869,138.93	158,681,751.84
<u>OPERATING INCOME</u>		
Net Operating Revenue	\$38,412,465.64	\$37,475,819.57
Railway Tax Accruals	5,557,514.35	5,597,764.93
Uncollectable Revenues
Hire of Equipment	Cr. 3,413,076.58	Cr. 2,378,170.81
Joint Facilities Rents	Cr. 127,826.02	Cr. 144,853.43
Operating Income	36,395,853.89	34,401,078.88
<u>OPERATING STATISTICS</u>		
Average Miles of Road Operated	13,877.9	13,783.5
No. of Tons Carried (Rev. Fr.)	32,032,823	28,515,437
No. of Tons Carried One Mile (Rev. Fr.)	12,882,911,214	10,719,346,109
No. of Tons Carried (All Fr.)	38,856,170	35,492,112
No. of Tons Carried One Mile (All Fr.)	14,282,775,496	12,208,478,838
No. of Revenue Pass. Carried	14,985,273	15,865,956
No. of Revenue Pass. Carried One Mile	1,276,770,292	1,379,401,235
#Freight Train Miles	23,965,511	20,417,931
#Passenger Train Miles	19,573,207	19,744,176
Total Train Miles (Rev. & Non Rev.)	44,471,703	40,850,458
Freight Car Miles-Loaded	526,137,066	443,376,797
Freight Car Miles-Empty	239,011,020	200,101,637
Passenger Train Car Miles	139,826,021	144,383,561
Total Amount of Pay Roll	\$84,321,814.82	\$87,004,993.93
Number of Employees	57,864	56,755
<u>AVERAGES PER MILE OF ROAD OPERATED</u>		
Operating Revenue	\$13,567.01	\$14,231.35
Operating Expenses	\$10,799.12	\$11,512.44
No. of Tons Moved One Mile (Rev. Fr.)	928,304	777,694
No. of Tons Moved One Mile (All Fr.)	1,029,174	885,731
<u>AVERAGES PER FREIGHT TRAIN MILE</u>		
Freight Revenue	\$5.41	\$6.34
No. of Tons of Freight (Rev. Fr.)	537.6	525.0
No. of Tons of Freight (All Fr.)	596.0	597.9
Loaded Freight Cars	22.0	21.7
Empty Freight Cars	10.0	9.8
<u>AVERAGES PER PASS. TRAIN MILE</u>		
Passenger Train Revenue	\$2.50	\$2.87
Passengers Carried	65.2	69.8
Passenger Cars	7.1	7.3
Average Operating Expenses per train mile	\$3.37	\$3.88
Average Length of Haul (Rev. Fr.) Miles	402.2	375.9
Average Passenger Journey Miles	85.2	86.9
Average Tons per loaded Fr. Car	27.1	27.5
Av. Fr. Receipt per Rev. Ton Miles	1.0064	1.2074
Av. Passenger Receipt per Pass. per Mile	2.7794	3.0174
Ratio of Pay Roll to Operating Revenues	44.8%	44.4%
Ratio of Pay Roll to Operating Expenses	56.3%	54.8%
Ratio of Operating Expenses to Revenue	79.60%	80.90%

*- Contains a proportion of mixed train miles.

OPERATING REVENUES, EXPENSES & STATISTICSCONTINUED

For year ended December 31st,

	1922	1921
<u>OPERATING REVENUES</u>		
Freight	\$56,561,067.87	\$54,239,903.65
Passenger	14,942,003.03	15,510,164.08
Mail	1,212,433.28	1,133,737.52
Express	2,883,700.28	3,235,110.86
Other Freight Train		
Other Passenger Train	499,662.60	559,480.28
Water Line		
All Other	2,201,152.17	2,129,655.88
Total Railway Operating Revenues	77,700,019.23	76,858,032.27
<u>OPERATING EXPENSES</u>		
Maint. of Way & Structures	\$10,740,705.72	\$12,862,797.47
Maint. of Equipment	20,742,314.43	17,809,497.41
Traffic	1,815,853.22	1,583,830.08
Transportation	34,020,648.66	35,574,797.57
Misc. Operations	424,133.95	462,320.04
General	2,560,590.96	2,904,024.32
Trans. for Investment	Cr. 26,433.49	Cr. 17,974.09
Total Railway Operating Expenses	70,317,813.45	71,179,292.80
<u>OPERATING INCOME</u>		
Net Operating Revenue	\$7,382,205.78	\$5,678,739.47
Railway Tax Accruals	1,200,287.20	1,325,577.28
Uncollectable Revenues	33,291.76	8,908.68
Hire of Equipment	Cr. 2,505,929.52	Cr. 1,755,059.13
Joint Facilities Rents	Cr. 611,294.95	Cr. 729,001.29
Operating Income	9,265,851.29	6,828,313.93
<u>OPERATING STATISTICS</u>		
Average Miles of Road Operated	3,612	3,612
No. of Tons Carried (Rev. Fr.)	23,675,475	21,637,749
No. of Tons Carried One Mile (Rev. Fr.)	4,561,145,848	4,052,564,411
No. of Tons Carried (All Fr.)	27,347,093	25,027,439
No. of Tons Carried One Mile (All Fr.)	4,865,983,503	4,336,796,611
No. of Revenue Pass. Carried	10,998,246	11,609,762
No. of Revenue Pass. Carried One Mile	500,718,446	503,330,321
#Freight Train Miles	10,117,203	9,632,228
#Passenger Train Miles	7,721,943	7,946,024
Total Train Miles (Rev. & Non Rev.)	17,846,724	17,613,696
Freight Car Miles-Loaded	218,432,957	181,375,048
Freight Car Miles-Empty	100,736,023	104,540,458
Passenger Train Car Miles	45,937,012	47,060,369
Total amount of Pay Roll	\$42,915,246.42	\$45,865,171.10
Number of Employees	28,869	29,127
<u>AVERAGES PER MILE OF ROAD OPERATED</u>		
Operating Revenue	\$21,511.63	\$21,278.52
Operating Expenses	\$19,467.83	\$19,706.34
No. of Tons Moved One Mile (Rev. Fr.)	61,262,776	1,121,972
No. of Tons Moved One Mile (All Fr.)	1,347,172	1,200,664
<u>AVERAGES PER FREIGHT TRAIN MILE</u>		
Freight Revenue	\$5.59	\$5.63
No. of Tons of Freight (Rev. Fr.)	450.8	420.7
No. of Tons of Freight (All Fr.)	481.0	450.2
Loaded Freight Cars	21.6	13.8
Empty Freight Cars	10.0	10.9
<u>AVERAGES PER PASS. TRAIN MILE</u>		
Passenger Train Revenue	\$2.45	\$2.58
Passengers Carried	64.8	64.1
Passenger Cars	5.9	5.9
Average Operating Expenses per train mile	\$3.94	\$4.04
Average Length of Haul (Rev. Fr.) Miles	192.7	186.9
Average Passenger Journey Miles	45.5	43.9
Average Tons per Loaded Fr. Car	22.3	23.9
Av. Fr. Receipt per Rev. Ton Miles	1.2404	1.3384
Av. Passenger Receipt per Pass. per Mile	2.5614	3.0452
Ratio of Pay Roll to Operating Revenues	55.2%	59.7%
Ratio of Pay Roll to Operating Expenses	61.0%	64.4%
Ratio of Operating Expenses to Revenue	90.49%	92.61%

#-Contains a proportion of mixed train miles.

STATE OF NEW YORK

IN SENATE

1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	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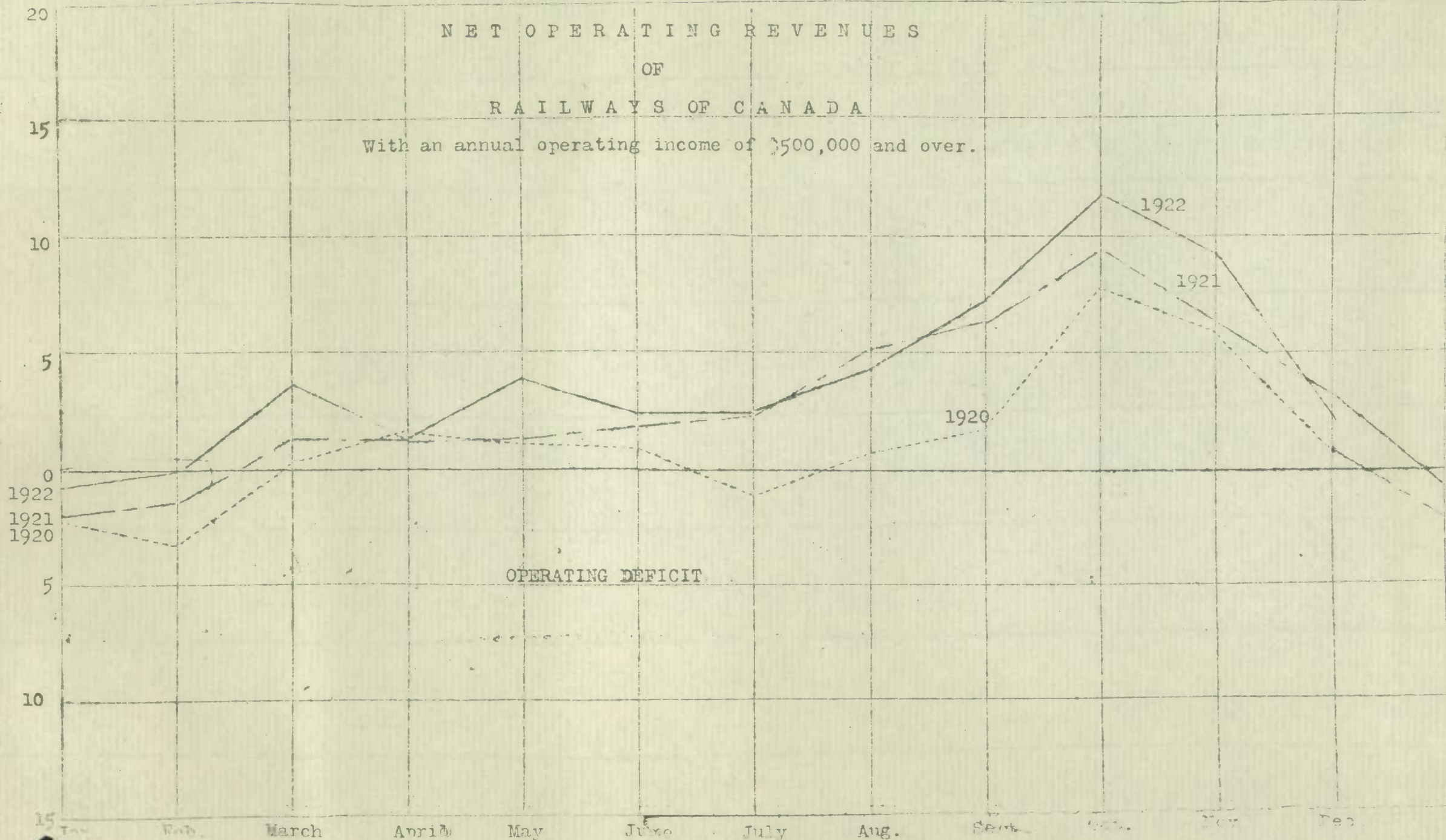
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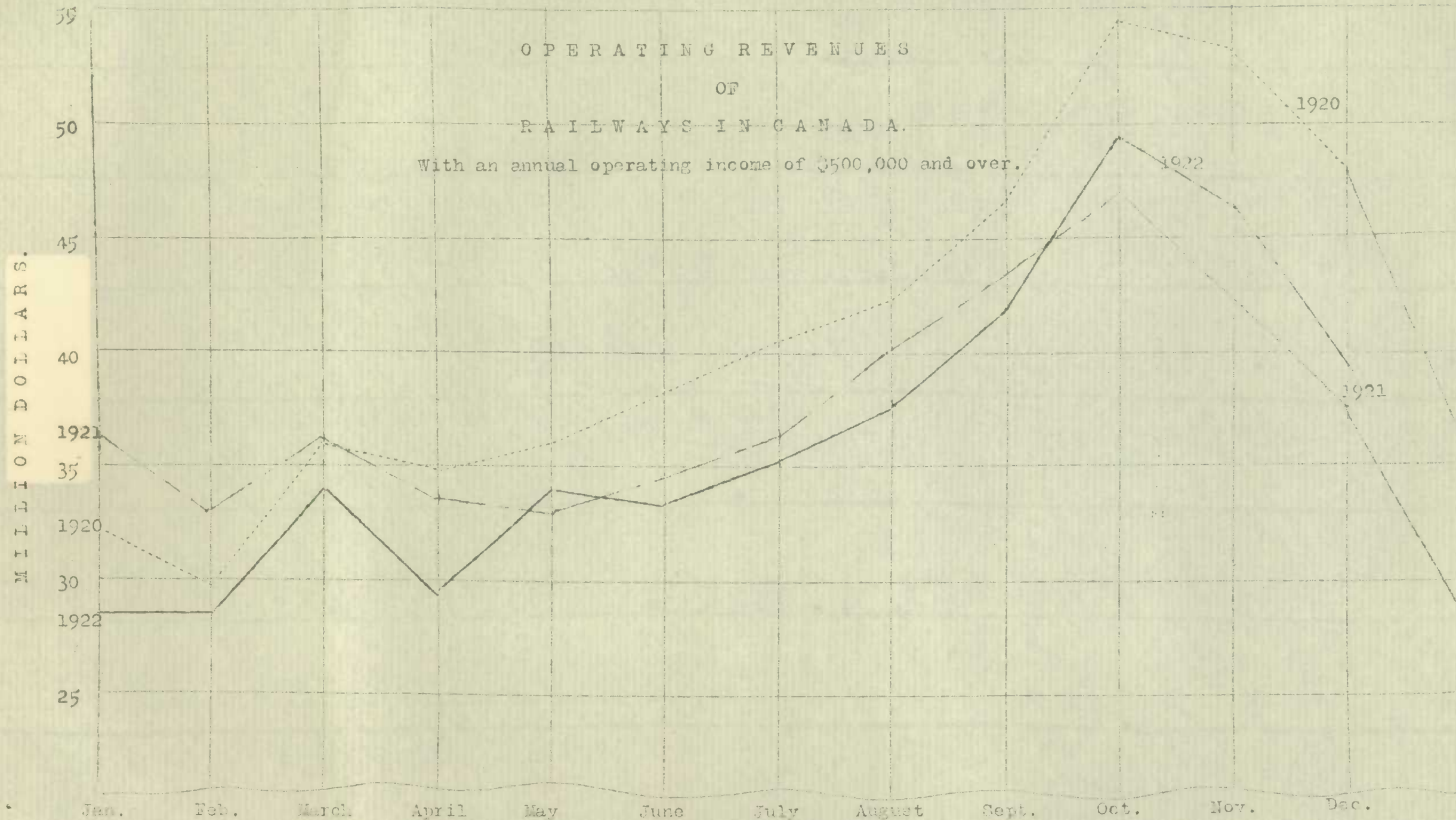
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