

Question 4.—Does the management recommend that the above work be proceeded with?

Answer: The above figures would indicate that at present levels of railway traffic resumption of work could only be considered on the basis of providing unemployment relief.

Question:—Have you got a tabulation showing the differences in freight traffic density and passenger traffic density for the two railways over a period of years?

Answer:

CANADIAN NATIONAL RAILWAYS AND CANADIAN PACIFIC
RAILWAY SYSTEM (CANADIAN LINES)

FREIGHT TRAFFIC DENSITY—(1,000 REVENUE TON MILES PER MILE OF LINE)

Year	C.N.R.	C.P.R.	Per Cent C.P.R. Greater than C.N.R.
1923..	791	997	26.0
1924..	719	857	19.2
1925..	757	881	16.3
1926..	800	923	15.4
1927..	808	953	18.0
1928..	947	1,165	23.0
1929..	782	929	18.9
1930..	659	754	14.4
1931..	576	645	12.0
1932..	513	591	15.1
1933..	455	550	20.9
1934..	510	590	15.8
1935..	523	612	17.1
Average 13 years..	680	803	18.2

PASSENGER TRAFFIC DENSITY—(1,000 REVENUE PASSENGER MILES PER MILE OF LINE)

Year	C.N.R.	C.P.R.	Per Cent C.P.R. Greater than C.N.R.
1923..	65	92	42.2
1924..	61	85	37.7
1925..	62	86	38.8
1926..	64	84	32.3
1927..	66	84	28.0
1928..	68	86	27.6
1929..	61	77	25.0
1930..	51	62	20.6
1931..	36	44	23.0
1932..	29	38	32.5
1933..	28	36	30.0
1934..	30	40	33.0
1935..	32	41	24.7
Average 13 years..	50	66	30.9

INFORMATION REQUESTED BY MR. VIEN, M.P., MAY 5, 1936

	Average of 5 years 1926-1930	Average of 5 years 1931-1935
Income deficit after payment of Interest on Funded Debt..	\$ 9,542,000	\$56,075,000
Interest accrued on Loans from the Dominion Government..	\$32,497,000	\$35,229,000
	\$42,039,000	\$91,304,000