

# Steam Railway Statistics for Year Ended June, 30, 1918.

Following are extracts from the report of the Comptroller of Statistics, Railways Department, for the year ended June 30, 1918:—

The reports of the various railways show increases in gross earnings, as the result of a higher volume of traffic than in 1917, with material decreases in net earnings arising out of swollen operating expenses. There were added 274.32 miles to the railway mileage of the Dominion, bringing the total up to 37,878.52 miles. The additional mileage is chiefly in the western provinces. The factor of mileage as used in certain calculations which follow is not constant. It varies for the purpose of reckoning capitalization per mile and operating results per mile. In the latter instance, for example, regard must be had for trackage rights, and the average mileage in actual operation during the year.

## Operating Mileage, Less Trackage Rights.

	1917-18	1916-17
Ontario .....	11,057	11,049
Saskatchewan .....	6,162	6,124
Quebec .....	4,791	4,734
Alberta .....	4,273	4,444
British Columbia .....	4,247	3,885
Manitoba .....	4,168	4,194
New Brunswick .....	1,959	1,959
Nova Scotia .....	1,428	1,422
Prince Edward Island .....	279	278
Yukon .....	102	102
United States .....	413	413
	38,879	38,604

The additions to second track in 1917-18 were 5.66 miles, making the total second track, 2,680.57 miles. The additions to yard track and sidings were 70.20 miles, making the total yard track and sidings 9,294.35 miles.

## Capitalization.

	June 30, 1918	June 30, 1917
Stocks .....	\$ 877,600,613	\$ 872,829,993
Consolidated debenture stock .....	216,284,882	216,284,882
Funded debt .....	905,994,999	896,005,116
Total .....	\$1,999,880,494	\$1,985,119,991

Of the stocks \$364,376,024 is classed as dividend paying, and \$513,224,589 as non-dividend paying. The total dividends paid for the year were \$30,103,982, equal to 8.26% on the dividend paying stocks, and to 3.43% on all stocks.

Cash subsidies paid to railways during 1917-18 amounted to \$720,404.75. There was loaned to the Canadian Northern Ry. \$25,000,000 and to the Grand Trunk Pacific Ry., \$7,500,000 during the year.

The cost, including equipment, of government owned and operated railways, for which no capitalization is given in the foregoing statements, is as follows:—

	Miles	Capital cost	Cost per mile
Intercolonial .....	1,553	\$141,636,812	\$91,202
National Transcontinental .....	2,003	164,488,237	82,241
Prince Edward Island .....	278	11,901,180	42,810
Timiskaming and Northern Ontario .....	329	21,195,045	63,863
New Brunswick Coal and Ry. Co. ....	58	1,936,600	32,217

Totals .....

4,221 \$341,157,874

## Earnings and Operating Expenses.

Gross earnings .....	\$332,777,937	\$313,492,949
Less earnings by units like the Pullman Co. ....	2,557,787	2,721,470

Gross earnings used for returns .....	\$330,220,150	\$310,771,479
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Operating expenses .....	\$273,955,436	\$222,890,637
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Percentage of operating expenses to earnings .....	82.9	71.7
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## Analysis of Earnings.

	1917-18	1916-17
Rail line—		
Freight .....	\$228,244,416.07	\$215,245,256.49

Passenger .....	67,089,362.62	61,290,290.07
Excess baggage .....	595,790.35	569,566.07
Sleeping cars .....	3,179,760.94	2,832,750.58
Parlor and chair cars .....	262,576.39	268,875.33
Mail .....	3,288,733.75	3,169,910.97
Express .....	9,824,583.29	8,999,073.85
Other passenger trains .....	64,024.666	72,110.40
Milk .....	550,416.08	538,486.82
Switching .....	2,917,752.37	2,380,706.18
Special service train .....	89,677.79	113,832.01
Other freight train .....	36,920.15	27,652.04
Water transfer .....	1,529.61	41,518.50

Water Lines .....	\$316,145,544.07	\$295,550,029.94
Incidentals .....	2,608,027.22	4,397,311.30
Joint facilities, cr. bal. ....	11,117,078.67	10,407,098.90
	349,499.99	417,038.96
Total .....	\$330,220,149.95	\$310,771,479.10

	1917-18	1916-17
Gross earnings per mile of line .....	\$8,493	\$8,051
Gross earnings per revenue train mile .....	\$3.005	\$2.683
Freight earnings per ton .....	\$1.789	\$1.766
Earnings per passenger .....	\$1.322	\$1.140
Freight earnings per freight train mile .....	\$3.359	\$3.006
Passenger earnings per passenger train mile .....	\$1.352	\$1.160

The Total Operating Expenses in 1917-18 were \$273,955,435 an increase of \$51,064,798 over 1916-17. The operating expenses were 82.96% of gross earnings.

## Operating Expenses.

	1917-18	1916-17
Per mile of line .....	\$7,046	\$5,774
Per train mile, all trains .....	\$2,494	\$2,494

## Distribution of Operating Expenses.

	1917-18	1916-17
Way and structures .....	\$ 51,614,857.71	\$ 41,154,193.11
Equipment .....	57,304,234.84	46,371,178.39
Traffic .....	6,342,393.99	6,236,810.91
Transportation—rail line .....	145,107,396.15	114,327,343.71
Transportation—water line .....	1,552,958.83	3,271,892.62
Miscellaneous operations .....	4,443,665.75	3,962,543.94
General expenses .....	7,597,985.10	7,584,881.55
Transportation for investment—cr. ....	8,056.58	18,207.15
Total .....	\$273,995,435.79	\$222,890,637.08

The average cost of maintenance of way and structures per mile of line was \$1,327.57, against \$1,006.17 for the year ended June 30, 1917. The average cost of maintenance of equipment per mile of line was \$1,473.91 against \$1,201.32 for the same periods.

## Freight Traffic

	1917-18	1916-17
	Tons	Tons
Products of agriculture .....	23,877,670	25,127,453
Products of animals .....	4,249,332	3,980,887
Products of mines .....	47,189,491	42,534,637
Products of forests .....	20,851,454	19,090,682
Manufactures .....	22,362,807	21,921,309
Merchandise .....	5,047,616	6,070,858
Miscellaneous .....	3,952,372	3,151,203
Undistributed .....	12,945	39,244

Total freight carried (tons) .....	127,543,687	121,916,272
Tons carried 1 mile .....	31,029,072,279	31,186,707,851
Tons carried 1 mile per mile of line .....	798,093	807,948
Average receipts per ton per mile .....	0.736	0.690
Average trainload (tons) .....	457	436
Average loaded cars per freight train .....	19.77	19.59
Average number of tons per loaded car .....	23.09	22.24
Average length of haul miles .....	243	256
Average revenue per ton .....	\$1.789	\$1.765
Tonnage per mile of line .....	3.281	3.159

The Origin of Freight was as follows:—

	1917-18	1916-17
	Tons	Tons
Originating in Canada .....	68,385,790	67,134,164
Received from connecting lines .....	25,118,277	23,451,578

Received from United States lines .....	34,039,620	31,330,530
Total .....	127,543,687	121,916,272

Passenger Traffic		
Passengers carried .....	50,737,294	53,749,680
Passengers carried 1 mile .....	3,190,025,682	3,150,127,428
Passengers carried 1 mile per mile of line .....	82,050	79,629
Passengers carried per mile of line .....	1,308	1,946
Passenger revenue .....	\$67,089,363	\$61,290,291
Passenger train revenue .....	\$88,192,056	\$80,767,114
Average receipts per passenger .....	\$1.322	\$1.140
Average number of passengers per train .....	64	59
Average number of passengers per car .....	17	16
Average number of cars per passenger train .....	5.8	5.7
Average passenger journey miles .....	63	59

The average earnings per passenger train car mile were 23.7c. This includes all classes of cars forming a passenger train.

## Equipment.

	1917-18	1916-17
Passenger locomotives .....	1,372	1,389
Freight locomotives .....	3,603	3,490
Switching locomotives .....	781	747

Total .....	5,756	5,626
Number of locomotives per 1,000 miles of line .....	148	146

## Passenger cars:—

First class .....	2,172	2,168
Second class .....	595	687
Combination .....	406	418
Immigrant .....	563	534
Dining .....	196	216
Parlor .....	166	155
Sleeping .....	555	562
Baggage, express and postal .....	1,514	1,462
Others .....	204	175
Total .....	6,376	6,377
Number per 1,000 miles of line .....	164	165

## Freight Cars.

	1917-18		1916-17	
	No.	Capacity in tons.	No.	Capacity in tons.
Box .....	150,074	5,126,659	145,290	4,899,651
Flat .....	23,414	759,768	25,322	816,245
Stock .....	8,556	253,350	7,883	232,185
Coal .....	16,949	692,785	15,649	538,609
Tank .....	485	16,306	781	35,134
Refrigerator .....	5,893	176,890	5,234	155,510
Other .....	3,664	141,012	3,390	127,122

Totals .....

\*The companies reported 217 cars in addition for which no capacity was given.

Freight cars per 1,000 miles of line .....

Cars in companies' service .....

## Train Car and Locomotive Mileage.

	1917-18		1916-17	
	Miles	Miles	Miles	Miles
Revenue train mileage:—				
Passenger trains .....	41,850,189	44,083,575		
Freight trains .....	60,143,014	62,863,724		
Mixed trains .....	7,787,636	8,746,811		
Special trains .....	76,721	102,990		
Total .....	109,857,560	115,797,100		
Non-revenue trains—Mileage .....	4,158,919	3,627,901		
Freight car mileage:—				
Loaded freight cars .....	1,343,301,681	1,402,552,028		
Empty freight cars .....	494,404,216	516,127,805		
Caboose cars .....	64,419,008	66,728,241		
Total .....	1,902,124,905	2,030,408,074		

	1917-18		1916-17	
	Miles	Miles	Miles	Miles
Passenger cars—Mileage:—				
Passenger cars .....	127,866,571	135,419,724		
Sleeping, parlor, etc. ....	53,808,982	59,459,362		
Other cars .....	108,472,881	108,416,453		
Total .....	290,147,934	303,325,539		
Locomotive mileage:—				
Freight .....	63,921,041	68,983,629		
Passenger .....	40,870,513	44,005,835		
Mixed .....	7,897,536	8,612,666		
Switching .....	28,625,512	28,509,069		
Special .....	5,438,603	153,009		
Total .....	146,753,205	150,264,298		

Locomotives and Cars supplied to the American Overseas Expeditionary Force cost 245% and 214%, respectively, more than similar standard gauge equipment before the war.