

## RAILWAYS.

TABLE CLVIII. Cost of construction, working expenses and revenue of Government railways for 1868-1910 and before Confederation.

Fiscal year.	Cost of construction.	Working expenses.	Revenue.	Surplus and deficit. <sup>2</sup>
	\$	\$	\$	\$
Before Confederation . . . . .	13,881,461	-	-	-
1868 . . . . .	483,354	359,961	420,753	+ 60,792
1869 . . . . .	282,615	387,548	455,023	+ 67,475
1870 . . . . .	1,729,381	445,209	471,245	+ 26,036
1871 . . . . .	2,946,930	442,993	565,714	+ 122,721
1872 . . . . .	5,620,570	595,076	622,901	+ 27,825
1873 . . . . .	5,763,269	1,011,893	703,458	308,435
1874 . . . . .	3,927,124	1,847,925	893,430	954,495
1875 . . . . .	5,018,428	1,581,934	886,087	695,847
1876 . . . . .	4,497,435	1,497,128	966,922	530,206
1877 . . . . .	3,209,502	1,890,269	1,285,110	605,159
1878 . . . . .	2,643,742	2,032,873	1,514,846	518,027
1879 . . . . .	2,507,054	2,233,496	1,419,956	813,540
1880 . . . . .	6,109,077	1,851,489	1,739,137	112,352
1881 . . . . .	5,577,237	2,220,421	2,200,486	19,935
1882 . . . . .	5,175,047	2,310,639	2,237,583	73,056
1883 . . . . .	11,707,619	2,636,552	2,541,205	95,347
1884 . . . . .	14,013,075	2,613,509	2,551,938	61,571
1885 . . . . .	11,224,245	2,749,711	2,624,243	125,468
1886 . . . . .	4,443,220	2,819,973	2,628,336	191,637
1887 . . . . .	1,846,887	3,152,650	2,840,748	311,902
1888 . . . . .	1,765,582	3,621,077	3,166,253	454,824
1889 . . . . .	2,709,857	3,513,064	3,167,543	345,521
1890 . . . . .	2,392,768	3,846,044	3,203,874	642,170
1891 . . . . .	1,184,317	3,949,264	3,181,889	767,375
1892 . . . . .	417,426	3,748,598	3,136,394	612,204
1893 . . . . .	712,917	3,288,630	3,262,506	26,124
1894 . . . . .	585,749	3,226,208	3,179,020	47,188
1895 . . . . .	376,815	3,197,846	3,294,450	68,396
1896 . . . . .	324,775	3,254,443	3,140,679	118,764
1897 . . . . .	204,624	3,195,960	3,060,074	135,886
1898 . . . . .	270,991	3,507,249	3,313,847	193,402
1899 . . . . .	1,112,348	3,696,612	3,940,570	+ 243,958
1900 . . . . .	3,309,130	4,665,228	4,774,162	+ 108,934
1901 . . . . .	3,922,989	5,739,052	5,213,381	525,671
1902 . . . . .	5,386,611	5,861,099	5,913,990	+ 57,891
1903 . . . . .	3,083,681	6,474,134	6,584,599	+ 110,465
1904 . . . . .	2,619,060	7,599,959	6,627,256	972,703
1905 . . . . .	6,125,482	8,906,154	7,050,392	1,855,262
1906 . . . . .	6,102,566	7,893,653	7,950,553	+ 56,900
1907 (9 mos.) . . . . .	7,174,370	6,328,746	6,509,186	+ 180,440
1908 . . . . .	23,684,005	9,595,295	9,534,569	60,726
1909 . . . . .	29,414,227	9,764,687	8,894,420	870,167
1910 . . . . .	21,505,976	9,095,904	9,647,964	+ 753,544
Total . . . . .	236,991,538 <sup>1</sup>	158,650,055	147,157,192	11,291,379

<sup>1</sup> Less \$40,000 received from St. John city for the Carleton branch railway = \$236,951,538.<sup>2</sup> The plus sign where used before amounts in this column means a surplus for the year, in every other case the amount is a deficit.