

**12.—Cost of Construction, Working Expenses and Revenue of Government Railways, 1868-1900 and 1901-1918, and before Confederation.**

| Year.                     | Cost of construction.          | Working Expenses. <sup>2</sup> | Revenue. <sup>2</sup> | Surplus (+) and deficit (-). |
|---------------------------|--------------------------------|--------------------------------|-----------------------|------------------------------|
|                           | \$                             | \$                             | \$                    | \$                           |
| Before Confederation..... | 13,881,461                     | —                              | —                     | —                            |
| 1868-1900.....            | 110,781,980                    | 81,391,472                     | 73,226,382            | -8,165,090                   |
| 1901.....                 | 3,922,989                      | 5,739,052                      | 5,213,381             | -525,671                     |
| 1902.....                 | 5,386,611                      | 5,861,099                      | 5,918,990             | +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                      | 7,050,892             | -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                     | 9,764,587                      | 8,894,420             | -870,167                     |
| 1910.....                 | 21,505,976                     | 9,095,904                      | 9,647,964             | +552,060                     |
| 1911.....                 | 24,532,466                     | 10,037,879                     | 10,249,394            | +211,515                     |
| 1912.....                 | 23,108,806                     | 11,074,853                     | 11,034,166            | -40,687                      |
| 1913.....                 | 17,375,968                     | 12,499,926                     | 12,442,203            | -57,723                      |
| 1914.....                 | 21,628,095                     | 13,559,225                     | 13,394,317            | -164,908                     |
| 1915.....                 | 21,865,664                     | 12,474,454                     | 12,149,357            | -325,097                     |
| 1916.....                 | 21,155,255                     | 19,407,380                     | 18,427,909            | -979,471                     |
| 1917.....                 | 12,003,650                     | 25,795,907                     | 23,539,759            | -2,256,148                   |
| 1918.....                 | 34,699,417                     | 33,400,460                     | 27,240,957            | -6,159,503                   |
| <b>Total.....</b>         | <b>413,360,859<sup>1</sup></b> | <b>296,900,139</b>             | <b>275,636,254</b>    | <b>-21,263,885</b>           |

<sup>1</sup>Less \$40,000 received from St. John City for the Carleton Branch Railway = \$413,320,859. Cost of Quebec Bridge not included. <sup>2</sup>Includes Windsor Branch.

NOTE—For the years 1868 to 1900, see Canada year Book, 1916-17, page 437.

**13.—Capital Expenditure by Dominion Government for construction of Government Steam Railways to March 31, 1918.**

| Railways.   | \$                 |
|---|--------------------|
| Intercolonial.....                                  | 116,366,438        |
| Now forming parts of the Intercolonial:             |                    |
| Cape Breton.....                                    | 3,860,679          |
| Oxford and New Glasgow.....                         | 1,949,063          |
| Eastern Extension.....                              | 1,324,043          |
| Drummond County.....                                | 1,464,000          |
| Montreal and European Short Line.....               | 333,943            |
| Canada Eastern.....                                 | 819,000            |
| Canadian Government Railways.....                   | 24,392,986         |
| Prince Edward Island.....                           | 11,829,557         |
| National Transcontinental.....                      | 164,488,237        |
| Canadian Pacific.....                               | 62,789,776         |
| Annapolis and Digby.....                            | 660,683            |
| Yukon Territory Works (Stikine-Teslin Ry.).....     | 283,324            |
| Carleton Branch.....                                | 48,410             |
| Hudson Bay Railway.....                             | 20,233,887         |
| International Railway of New Brunswick.....         | 13,032             |
| New Brunswick and Prince Edward Island Railway..... | 391,454            |
| Quebec and Saguenay Ry.....                         | 1,703,590          |
| Governor-General's Cars.....                        | 71,539             |
| European and North American Ry.....                 | 88,363             |
| Nova Scotia Ry.....                                 | 208,510            |
| Miscellaneous Expenditure.....                      | 18,345             |
| Quebec Bridge.....                                  | 14,175,862         |
| <b>Grand Total.....</b>                             | <b>427,514,721</b> |