

15.—Analysis of the Total Financial Aid given to Steam Railways up to Dec. 31, 1923.

By the Dominion Government.		By Provincial Governments.	
	\$		\$
Cash subsidies.....	121,308,750	Cash subsidies.....	35,022,123
Loans.....	15,142,633	Subscription to shares.....	800,000
Paid to Quebec Government.....	5,160,053	<b>Total.....</b>	<b>35,822,123</b>
Cost of lines handed over to C.P.R.....	37,785,319	<b>By Municipalities.</b>	
		Cash subsidies.....	12,922,128
		Subscription to shares.....	2,425,500
		<b>Total.....</b>	<b>15,347,628</b>
<b>Total.....</b>	<b>179,396,755</b>	<b>Grand Total.....</b>	<b>220,066,506</b>

Tables 16 and 17, from the Annual Report of the Department of Railways and Canals, show the capital expenditure of the Dominion Government on the Canadian Government Railways and their operating finances to the end of the fiscal year 1923.

16.—Cost of Construction, Operating Expenses and Revenue of Canadian Government Railways for the fiscal years 1868-1900, 1901-1923, and before Confederation.

Years.	Capital Expenditure.	Operating Expenses.	Revenue.	Surplus (+) or deficit (-).
	\$	\$	\$	\$
Before Confederation.....	13,881,461	-	-	-
1868-1900.....	114,091,210	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	33,460,460	27,240,957	-6,159,503
1919.....	40,193,181	43,889,626	38,013,726	-5,875,900
1920.....	11,593,148	48,194,710	41,402,061	-6,792,649
1921.....	5,096,535	43,770,971	36,814,350	-6,956,621
1922.....	4,553,638	6,326,800	2	-6,326,801
1923.....	Cr. 1,052,637	5,695,669	2	-5,695,669
<b>Total.....</b>	<b>473,744,723<sup>1</sup></b>	<b>442,191,685</b>	<b>391,866,392</b>	<b>-50,325,294</b>

<sup>1</sup> Less \$40,000 received from St. John city for the Carleton Branch railway = \$473,704,723. Cost of Quebec Bridge not included, nor \$18,345 miscellaneous expenditure.

<sup>2</sup> Revenue applied against operating expenses.

NOTE.—For the years 1868 to 1900, see Canada Year Book, 1916-17, page 437. For details regarding composition, ownership and management of Government Railways, see introduction to the section.