

John and Quebec railway, in New Brunswick, and the Inverness Railway and Coal Company's lines in Cape Breton, are operated under lease. The Hudson Bay railway, which had 332.5 miles of steel rail at the end of 1920, was declared to be comprised in the Canadian Government railways, and until 1926 was operated to a limited extent by the board of directors of the Canadian National Railways. In that year, as a result of the decision to complete the road, it was returned to the Department of Railways and Canals until completed. The eastern terminus was transferred from Nelson to Churchill, ties and trestles were renewed along the original 332 miles of track, and by April, 1929, the track was extended to Churchill though not yet graded or ballasted. To Dec. 31, 1928, total expenditure on the railway was \$23,817,456 and on terminal work at Churchill \$3,541,185, exclusive of the expenditures of \$6,274,218 on the terminal at Nelson, some of which was salvaged.

Tables 17 and 18, 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 Mar. 31, 1928. In Table 17 the cost of the Quebec Bridge (\$21,706,664), also \$18,000 of miscellaneous expenditure, are not included in the total of capital expenditure. In Table 18 they are included.

17.—Cost of Construction, Operating Expenses and Revenue of Canadian Government Railways for the fiscal years 1868-1900, 1901-1928, and before Confederation.

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

Years.	Capital Expenditure.	Operating Expenses.	Revenue.	Operating surplus (+) or deficit (-).
	\$	\$	\$	\$
Before Confederation.....	13,881,461	-	-	-
1868-1900.....	114,091,210	81,391,472	73,226,382	- 8,165,000
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	6,474,184	6,584,599	+ 110,465
1904.....	2,619,060	7,569,959	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.....	29,114,227	9,764,587	8,894,420	- 870,167
1910.....	21,505,976	9,065,904	9,647,964	+ 582,060
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	12,499,026	12,442,203	- 57,723
1914.....	21,628,095	13,559,225	13,394,817	- 164,408
1915.....	22,115,664	12,474,454	12,149,357	- 325,097
1916.....	21,153,255	19,407,350	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	27,249,957	- 6,159,503
1919.....	40,193,181	43,889,026	38,013,726	- 5,875,900
1920.....	11,563,148	48,194,710	41,402,061	- 6,792,649
1921.....	5,096,535	48,770,971	36,814,250	- 6,956,621
1922.....	4,553,638	6,326,800	2	- 6,326,801
1923.....	Cr. 1,052,293	5,695,669	2	- 5,695,669
1924.....	815,944	-	-	-
1925.....	Cr. 37,499	-	-	-
1926.....	Cr. 40,560	20,587	-	- 20,587
1927.....	2,828,344	13,852	-	- 13,832
1928.....	3,626,946	-	-	-
Total.....	480,686,221¹	444,812,335	391,866,392	-52,945,943

¹Less \$40,000 received from Saint John city for the Carleton Branch railway = \$480,646,221.

²Revenue applied against operating expenses.

³Expenditure on Port Nelson terminals.