

## 18.—Capital Expenditure on Government Railways to Mar. 31, 1928.

Railways.	Expenditures.
Canadian Government Railways—	\$
Intercolonial Railway System—	
Canada Eastern Railway.....	819,000
Cape Breton Railway.....	3,860,679
Drummond County Railway.....	1,464,000
Eastern Extension Railway.....	1,324,043
Montreal and European Railway.....	333,943
Oxford and New Glasgow Railway.....	1,949,003
Intercolonial Railway.....	136,826,448
Total Intercolonial Railway system.....	146,577,176
New Brunswick and Prince Edward Island Railway.....	925,267
Prince Edward Island Railway.....	13,276,674
International Railway of New Brunswick.....	2,963,022
National Transcontinental Railway.....	169,308,839
Monoton and Buctouche Railway.....	293,067
Salisbury and Albert Railway.....	437,648
St. Martin's Railway.....	302,046
Elgin and Havelock Railway.....	135,029
York and Carleton Railway.....	59,749
Quebec and Saguenay Railway.....	7,772,911
Caraquet and Gulf Shore Railway.....	711,767
Lotbinière and Mégantic Railway.....	360,008
Cape Breton Railway extension.....	107,647
Hudson Bay Railway.....	19,976,117
Canadian Government Railways (rolling stock).....	35,906,042
Canadian Government Railways (miscellaneous).....	345
Quebec Bridge.....	21,706,664
Miscellaneous suspense.....	3,562
Total Canadian Government Railways.....	420,812,873
Other Railways and Miscellaneous—	
Canadian Northern Railway.....	10,000,000
Annapolis and Digby Railway.....	660,833
European and North American Railway.....	88,363
Nova Scotia Railway.....	208,510
Carleton Branch Railway.....	48,410
Canadian Pacific Railway.....	62,791,435
Hudson Bay Railway—Nelson and Churchill terminals.....	7,137,749
Yukon Territory Works, Stikine-Teslin Railway.....	233,324
North Railway.....	250,000
Governor-General's Cars.....	71,539
Miscellaneous expenditure.....	18,000
Grand Total Capital Expenditure.....	502,376,886

The Consolidation and Organization of the Canadian National System<sup>1</sup>.

—In pursuance of an Act of 1917 (7-8 Geo. V, c. 24), the Government acquired the capital stock of the Canadian Northern Railways, with a mileage of 9,566.5. The insolvency of the Grand Trunk Pacific led to the appointment of the Minister of Railways as receiver on Mar. 9, 1919, and in October, 1920, the road was transferred to the Canadian National Railways. The Grand Trunk railway was acquired under c. 13 of the 2nd session of 1919, which provided for arbitration as to the considerations to be given to its shareholders. This arbitration finally disposed of, steps were taken to consolidate the various railways under Government operation and control. In October, 1922, the Grand Trunk board and the Canadian Northern board gave place to a single Canadian National board, to which the former Canadian Government railways were turned over for management and operation. The unification of the Grand Trunk and Canadian National railways was provided for by Order in Council of Jan. 30, 1923, which also brought into effect the Act to incor-

<sup>1</sup>For further details on the acquisition of the Canadian Northern, Grand Trunk Pacific and Grand Trunk Railways by the Dominion Government, see pp. 602-603 of the 1925 Year Book.