

## 19.—Capital Expenditure on Government Railways to Mar. 31, 1930—concluded.

Railway.	Expenditure, Previous Years.	Expenditure, Fiscal Year 1929.	Total Expenditure.
Canadian Government Railways—concluded.	\$	\$	\$
St. Martin's Railway.....	302,046	-	302,046
Elgin and Havelock Railway.....	135,029	-	135,029
York and Carleton Railway.....	59,749	-	59,749
Quebec and Saguenay Railway.....	7,772,911	-	7,772,911
Caraquet and Gulf Shore Railway.....	711,768	-	711,768
Lotbinière and Mégantic Railway.....	360,008	-	360,008
Cape Breton Railway Extension.....	107,647	-	107,647
Canadian Government Railways (rolling stock).....	35,906,042	-	35,906,042
Canadian Government Railways (miscellaneous).....	345	-	345
Quebec Bridge.....	21,706,064	-	21,706,064
Miscellaneous suspense.....	3,863	-	3,863
<b>Totals, Canadian Government Railways.....</b>	<b>387,546,042</b>	<b>7,963</b>	<b>387,554,005</b>
Other Railways and Miscellaneous—			
Canadian Northern Railway.....	10,000,000	-	10,000,000
Annapolis and Digby Railway.....	660,683	-	660,683
European and North American Railway.....	88,363	-	88,363
Nova Scotia Railway.....	208,510	-	208,510
Carleton Branch Railway.....	48,410	-	48,410
Canadian Pacific Railway.....	62,791,435	-	62,791,435
Hudson Bay Railway.....	23,359,202	5,357,693	28,716,895
Hudson Bay Railway—Nelson and Churchill terminals.....	9,908,227	1,039,134	10,947,361
Yukon Territory Works, Stikine-Teslin Railway.....	283,324	-	283,324
North Railway.....	250,000	-	250,000
Governor General's Cars.....	71,539	-	71,539
Miscellaneous expenditure.....	18,000	-	18,000
<b>Grand Totals, Capital Expenditure.....</b>	<b>485,233,735</b>	<b>6,404,796</b>	<b>501,638,525</b>

**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 Oct., 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 Oct., 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 incorporate the Canadian National Railway Company and respecting Canadian National Railways (c. 13, 1919). This was followed, on Feb. 5, 1923, by an Order in Council establishing the head office of the Canadian National Railways at Montreal, Que.

**Operation of the Canadian National Railways.**—The Canadian National system's steam mileage at Dec. 31, 1929, including lines in the United States but exclusive of the Central Vermont (which the Canadian National system purchased) and the Northern Alberta (which is controlled jointly by the Canadian

<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 1926 Year Book.