

way, the Caraquet and Gulf Shore Railway, the Lotbinière and Mégantic Railway and the Cape Breton Railway. The Saint John and Quebec, and Inverness Railways which had been operated under lease were purchased in 1929, together with the Kent Northern, the Atlantic, Quebec and Western, the Quebec Oriental and the Quebec, Montreal and Southern. 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, and the line rehabilitated and extended through to Churchill. Construction of wharves and a grain elevator was completed in time to allow two cargoes of wheat to be shipped in September, 1931, to Europe. To Mar. 31, 1931, the total cost of this railway was \$31,084,324 and of terminal work at Churchill \$7,289,953, exclusive of the expenditures of \$6,274,217 on the terminal at Nelson, some of which was salvaged.<sup>1</sup>

Tables 18 and 19, 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, 1931. In Table 18 the cost of the Quebec Bridge (\$21,706,664) also \$18,000 of miscellaneous expenditure, are not included in the total of capital expenditure, while in Table 19 they are included.

<sup>1</sup>These figures of total cost include deficits during operations and expenditures which formed part of cash loans to the Canadian National Railways and amounts chargeable to appropriations under collection of revenue in the case of the terminals, in addition to the expenditures by the Government on capital account as shown in Table 19.

#### 18.—Cost of Construction, Operating Expenses and Revenue of Canadian Government Railways before Confederation and for the fiscal years 1868-1900 and 1901-31.

NOTE.—From the Annual Report of the Department of Railways and Canals. For the years 1868 to 1915, see Canada Year Book, 1916-17, p. 437.

Fiscal Year.	Capital Expenditure.	Operating Expenses.	Revenue.	Operating Surplus (+) or Deficit (-).
	\$	\$	\$	\$
Before Confederation.....	13,881,461	-	-	-
1868-1900.....	114,091,108	81,391,472	73,226,382	- 8,165,000
1901-1915.....	217,779,966	136,904,921	133,201,248	- 3,703,673
1916.....	21,153,255	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
1919.....	40,193,181	43,889,626	38,013,726	- 5,875,900
1920.....	11,593,148	48,194,710	41,402,091	- 6,792,649
1921.....	5,096,535	43,770,971	36,814,350	- 6,956,621
1922.....	4,653,638	6,326,809	1	- 6,326,800
1923.....	Cr. 1,052,293	6,695,669	1	- 5,695,669
1924.....	315,944	-	-	-
1925.....	Cr. 37,499	-	-	-
1926.....	Cr. 40,580	20,587 <sup>1</sup>	-	- 20,587
1927.....	2,828,344	13,832 <sup>2</sup>	-	- 13,832
1928.....	3,626,946	-	-	-
1929.....	Cr. 7,137,151	-	-	-
1930.....	6,404,790	-	-	-
1931.....	6,371,031	-	-	-
<b>Total.....</b>	<b>486,324,891<sup>1</sup></b>	<b>-</b>	<b>-</b>	<b>-</b>

<sup>1</sup>Less \$40,000 received from Saint John city for the Carleton Branch Railway, plus cost of Quebec Bridge to Mar. 31, 1930, viz., \$21,706,664 and miscellaneous expenditures in 1914 of \$18,000 = \$508,030,555.

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

<sup>3</sup>Expenditure on Port Nelson terminals.