

Island car ferry, the International Railway, the Moncton and Buctouche Railway, the Salisbury and Albert Railway, the St. Martin's Railway, the Elgin and Havelock Railway, the York and Carleton Railway, the Quebec and Saguenay Railway, 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, 1932, the total cost of this railway was \$31,194,693 and of terminal work at Churchill \$11,606,121, exclusive of the expenditures of \$6,274,218 on the terminal at Nelson, some of which was salvaged.<sup>1</sup>

Table 18, from the Annual Report of the Department of Railways and Canals, shows Dominion Government investments in the Canadian Government Railways to Mar. 31, 1932.

<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 18.

### 18.—Government Investments in Railways to Mar. 31, 1932.

(From the Annual Report of the Department of Railways and Canals.)

Account.	Expenditure, Fiscal Year 1932.	Total Expenditure.
	\$	\$
<b>CANADIAN GOVERNMENT RAILWAYS—</b>		
<i>A. Roads entrusted to Canadian National Railways—</i>		
Intercolonial Railway System—		
Canada Eastern Railway.....	-	819,000
Cape Breton Railway.....	-	3,860,879
Drummond County Railway.....	-	1,464,000
Eastern Extension Railway.....	-	1,324,043
Montreal and European Railway.....	-	333,943
Oxford and New Glasgow Railway.....	-	1,949,063
Intercolonial Railway.....	Cr. 2,506	122,995,073
Totals, Intercolonial Railway System.....	Cr. 2,505	132,745,801
New Brunswick and Prince Edward Island Railway.....	-	925,267
Prince Edward Island Railway.....	1,091,296	17,125,076
International Railway of New Brunswick.....	-	2,963,022
National Transcontinental Railway.....	Cr. 59,185	169,259,000
Moncton 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
Canadian Government Railways (rolling stock).....	Cr. 23,948	35,882,065
Canadian Government Railways (miscellaneous).....	-	345
Quebec Bridge.....	-	21,706,664
Miscellaneous suspense.....	-	148
Totals, Roads Entrusted to C.N.R.....	1,005,658	390,787,290