

**Capital Investment.**—The capital investment in road and equipment of Canadian steam railways is shown in Table 5 for the calendar years 1929-34. The table gives the investment in new lines and in additions and betterments during the year, together with the cumulative total of such investments as at the end of each year. During 1934, \$10,987 was invested in new lines and there was a credit of \$9,016,097 for additions and betterments written off, while up to Dec. 31, 1934, a total of \$3,379,233,796 had been invested in road and equipment of Canadian steam railways. When comparison is made with the figures of Table 3, it is seen that the capital liability of the steam railways was considerably greater than the actual investment in physical property by the railways at the same date. This discrepancy is largely accounted for by the fact that the total of capital liabilities as shown in Table 3 includes loans and advances from the Government to cover deficits of the Canadian National Railways and unpaid accrued interest on such loans which, up to Dec. 31, 1934, amounted to \$459,486,187 as shown in Table 21. A further factor in the discrepancy is that some of the outstanding railway stocks represent little actual investment in physical property.

### 5.—Capital Invested in Road and Equipment of Canadian Steam Railways, calendar years 1929-34.

NOTE.—Figures throughout this table have been revised since the publication of the 1934-35 Year Book.

Investment.	1929.	1930.	1931.	1932.	1933.	1934.
	\$	\$	\$	\$	\$	\$
New Lines—						
Road.....	37,210,328	24,397,606	20,761,545	3,175,095	195,729	10,901
Equipment...	31,125	31,167	632	—	12,322	—
General.....	869,773	536,602	1,588,103	371,262	620	86
Totals.....	38,111,226	24,965,375	22,350,280	3,546,357	208,671	10,987
Additions and Betterments—						
Road.....	31,724,503	32,249,326	18,985,855	3,592,569	3,927,865	Cr. 5,354,703
Equipment...	59,240,026	32,839,021	19,113,108	Cr. 4,090,763	Cr. 3,930,692	Cr. 3,494,711
General.....	3,210,802	3,380,533	1,916,857	117,254	17,921	Cr. 2,811
Undistributed	30,211	Cr. 48,662	69,754	Cr. 24,836	92,590	Cr. 163,872
Totals.....	94,205,542	68,420,218	40,085,574	Cr. 405,776	107,684	Cr. 9,016,097
Undistributed..	Cr. 8,878,496 <sup>1</sup>	Cr. 15,223,021 <sup>2</sup>	Cr. 8,597,547 <sup>3</sup>	977,301 <sup>4</sup>	Cr. 21,017,200 <sup>5</sup>	22,774,651 <sup>6</sup>
Total Investments, as at Dec. 31.....	3,250,046,339	3,328,208,911	3,382,047,218	3,386,165,100	3,365,464,255	3,379,233,796

<sup>1</sup> Includes difference between purchase price of Atlantic, Quebec and Western; Kent Northern; Quebec, Montreal and Southern; and Quebec Oriental Railways and investment reported in 1928—a credit of \$7,198,024; difference between valuation of Northern Alberta Railways and investment of Alberta and Great Waterways, Central Canada, Edmonton, Dunvegan and British Columbia, and Pembina Valley Railways as at June 30, 1929—a credit of \$5,639,429; a credit of \$1,869,859 for the Hereford Railway which ceased operation; and additions and betterments to separately operated properties and other undistributed items amounting to a debit of \$5,828,816.

<sup>2</sup> Credit of \$18,180,692 for Canadian Northern and Grand Trunk Pacific rails lifted during the War for use in France and other lines dismantled after consolidation of the Canadian National system.

<sup>3</sup> Includes a credit of \$6,928,410 due to balance sheet transfers, and a credit of \$1,359,261 for additions and betterments to separately operated properties of Canadian National Railways and miscellaneous credits amounting to \$309,876.

<sup>4</sup> Includes \$2,900,000 due to balance sheet transfers, a credit of \$179,805 for additions and betterments to separately operated properties of the Canadian National Railways and a credit of \$1,742,894 due to adjustments in investment in leased lines of the Canadian Pacific Railway.

<sup>5</sup> Includes a credit of \$1,792,204 due to balance sheet transfers of the Canadian National Railways; a credit of \$139,806 due to balance sheet transfers and a credit of \$40,295 for additions and betterments to its separately operated properties, also a debit of \$14,883,870 covering investments of its leased lines not shown in previous years; a credit of \$1,898,829 due to adjustments of expenditures of the Canadian Pacific Railway to Dec. 31, 1932, largely investments in hotels and office buildings previously carried as railway investment, and a debit of \$2,000 due to correction of expenditures for its leased and acquired lines; a credit of \$32,445,146 due to adjustments in investments of the Pacific Great Eastern Railway and a debit of \$413,210 for the Winnipeg River Railway not previously shown.

<sup>6</sup> Includes a credit of \$908,923 due to balance sheet transfers of the Canadian National Railways; a debit of \$39,878 due to balance sheet transfers and a credit of \$42,032 for additions and betterments to Canadian National separately operated properties; a debit of \$229,533 for the Maritime Coal Railway and Power Co., due to auditors' adjustments; a debit of \$23,182,495 for the Toronto Terminals, also a debit of \$273,700 for the Lacombe and Blindman Valley, covering investments not previously shown.