

**13.—Canadian Government Investments in Railways, including Loans, to Mar. 31, 1936,<sup>1</sup> and for the fiscal year 1936—concluded.**

Account.	Expenditure, Fiscal Year 1936.	Total Expenditure.
	\$	\$
<b>1. Canadian Government Railways—concluded.</b>		
<b>B. ROADS NOT ENTRUSTED TO CANADIAN NATIONAL RAILWAYS—</b>		
Hudson Bay Railway.....	158,540	32,555,943
Hudson Bay Nelson terminal.....	Nil	6,240,201
Hudson Bay Churchill terminal.....	121,240	13,147,077
TOTALS.....	279,780	51,943,221
<b>Totals, Canadian Government Railways.....</b>	<b>26,328</b>	<b>440,823,224</b>
<b>2. Other Items.</b>		
Governor General's cars.....	Nil	71,539
Purchase Canadian Northern stock.....	Nil	10,000,000
Loans to Canadian Northern, Grand Trunk, Grand Trunk Pacific, Canadian National, and for purchases of equipment.....	9,336,790	681,917,660
Grand Trunk Railway accounts.....	Nil	25,729,133
Canadian Pacific Railway grant and value of railways transferred.....	Nil	62,791,435
Other railways.....	Nil	1,369,007
<b>Totals, Other Items.....</b>	<b>9,336,791</b>	<b>781,878,774</b>
<b>Grand Totals.....</b>	<b>9,363,118</b>	<b>1,222,701,998</b>

<sup>1</sup> Includes certain operating losses up to 1932.

**The Consolidation and Organization of the Canadian National System.\***

—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 Statutes of the second session of 1919, providing for arbitration of 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 incorporate the Canadian National Railway Co. and respecting Canadian National Railways (c. 13, 1919).

**Operating Finances of the Canadian National Railways.†**—In Table 14 "Canadian Lines" include those of the Canadian Northern system, the Grand Trunk Railway of Canada, the Grand Trunk Pacific, and the Canadian Government Railways. The "United States Lines" include those lines known as the New England line, the Grand Trunk Western, the Duluth, Winnipeg and Pacific, and, from Feb. 1, 1930, the Central Vermont. The Hudson Bay Railway was returned

\* For further details of 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.

† For detailed statistics of the operation and finances of the Canadian National Railways during 1935, see Steam Railway Statistics, 1935, and Canadian National Railways, 1923-35, published by the Dominion Bureau of Statistics, also the Annual Report of the Canadian National Railways.