

#### 14.—Canadian Government Investments in Railways,<sup>1</sup> including Loans, to Mar. 31, 1937, and for the fiscal year 1937.

NOTE.—Summarized from the Annual Report of the Department of Transport. These investments were given by individual railways on pp. 671-672 of the 1936 Year Book. Since, except for the Hudson Bay Railway and loans to the Canadian National, they have changed little in recent years, they are repeated here only in so far as the main items of interest are concerned.

Account.	Expenditure, Fiscal Year 1937.	Total Expenditure.
<b>Canadian Government Railways.</b>		
ROADS ENTRUSTED TO CANADIAN NATIONAL RAILWAYS—		
Intercolonial Railway system.....	Cr. 31	132,283,622
Prince Edward Island Railway.....	Nil	16,500,277
National Transcontinental Railway.....	Nil	168,350,661
Other railways.....	Nil	71,745,412
<b>TOTALS.....</b>	<b>Cr. 31</b>	<b>388,879,972</b>
ROADS NOT ENTRUSTED TO CANADIAN NATIONAL RAILWAYS—		
Hudson Bay Railway.....	82,381	32,638,323
Hudson Bay Nelson terminal.....	Nil	6,240,201
Hudson Bay Churchill terminal.....	116,681	13,263,759
<b>TOTALS.....</b>	<b>199,062</b>	<b>52,142,283</b>
<b>Totals, Canadian Government Railways.....</b>	<b>199,031</b>	<b>441,022,255</b>
<b>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.....	4,967,506	686,885,166
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>4,967,506</b>	<b>786,846,280</b>
<b>Grand Totals.....</b>	<b>5,166,537½</b>	<b>1,227,868,535</b>

<sup>1</sup> Not including operating losses and profits.

#### 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 15 "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,

\*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 1936, see Steam Railway Statistics, 1936, and Canadian National Railways, 1923-36, published by the Dominion Bureau of Statistics, also the Annual Report of the Canadian National Railways.