

16.—Long-Term Debt¹ of Canadian National Railways (Including Appropriations for Canadian Government Railways), Showing Principal Outstanding at ends of calendar years 1922-36—concluded.

Year.	DUE TO PUBLIC.				Grand Total. ¹⁰
	Guaranteed by—		Unguaranteed.	Total.	
	Dominion Government. ⁹	Provincial Governments.			
	\$	\$	\$	\$	\$
1922.....	331,309,904	93,412,807	385,198,150	809,920,861	1,334,243,734
1923.....	447,872,904	93,574,380	263,055,860	804,503,144	1,822,840,487
1924.....	470,372,904	93,574,380	259,151,772	823,099,056	1,940,817,934
1925.....	558,872,904	93,574,380	261,465,799	913,913,083	2,077,189,642
1926.....	581,372,904	93,574,380	256,382,019	931,329,303	2,128,532,191
1927.....	579,872,891	93,574,380	252,032,973 ¹¹	925,480,244 ¹¹	2,158,249,715
1928.....	657,181,330	93,574,380	230,626,027	981,381,737	2,245,346,212
1929.....	681,000,655	93,574,380	203,313,998	977,889,033	2,254,599,376
1930.....	807,048,434	94,654,505 ¹²	220,856,554 ¹²	1,122,559,493	2,431,204,155
1931.....	854,431,995	74,912,466 ¹²	239,221,402 ¹²	1,168,565,863	2,498,571,939
1932.....	970,562,289	74,912,466 ¹²	230,982,452 ¹²	1,276,457,207	2,640,245,799
1933.....	965,831,382	74,912,466 ¹²	223,773,319 ¹²	1,264,517,167	2,712,222,415
1934.....	962,992,576	74,912,466 ¹²	217,397,113 ¹²	1,255,302,155	2,745,851,841
1935.....	963,906,119	74,912,466 ¹²	207,511,854 ¹²	1,246,330,439	2,782,677,478
1936.....	889,741,774	74,912,466 ¹²	190,124,761 ¹²	1,154,779,001	2,809,472,323
1936.....	937,620,214	73,777,953 ¹²	173,214,082 ¹²	1,184,612,249	2,841,591,116
Increases or decreases, 1922-36..	489,747,310	-19,796,427	-89,841,778	380,109,105	1,018,750,629
Plus C.G.R. credits.....					42,760,459 ⁸
Less interest on Government loans (unpaid).....					461,503,795
Net Grand Total Increase in New Funds.....					600,007,293

¹ See Table 17 for short-term debt. ² Deficits of Eastern Lines from July 1, 1927, and for entire system from Jan. 1, 1932, are paid by the Dominion Government and are not included in this table. See Table 17. ³ Temporary loans and inter-line loans eliminated. ⁴ Amounts outstanding at dates constituent lines were taken over by Canadian National, viz.: Canadian Northern, Sept. 30, 1917; Grand Trunk Pacific, Mar. 9, 1919; Grand Trunk, May 21, 1920; Canadian Government, Mar. 31, 1919 (actual date of transfer Nov. 20, 1918). ⁵ Includes Hudson Bay \$14,531,706, eliminated from statement in 1926. ⁶ Government loans to lines other than Canadian Government Railways now comprising Eastern Lines ceased to accrue interest after July 1, 1927. These on June 30, 1927, were: capital \$2,565,605, deficits \$3,835,176, total \$11,400,781. ⁷ Includes temporary loan for refunding purposes, \$35,865,757. ⁸ Credits for property including Hudson Bay Railway, Halifax Harbour property, etc., transferred to other Government departments or bodies. ⁹ Includes \$216,207,142 perpetual debenture stock guaranteed as to interest only, formerly Grand Trunk bonds. ¹⁰ The amount not included in the Dominion Government debt is the total due the public, since the total due the Government is already taken into account in Dominion debt figures. ¹¹ Central Vermont included in annual report; excluded here. ¹² St. John and Quebec Railway bonds \$2,727,978 guaranteed by New Brunswick transferred from unguaranteed to guaranteed, 1929-36.

In a rather different class are the loans and advances made by the Government to the Canadian National Railways or constituent companies on notes, bonds and receiver certificates with accrued simple interest ranging from 3½ to 6 p.c. In computing the public debt of Canada the Finance Department considers these railway loans and advances as "non-active assets" similar to investments in canals, public works, etc., and as such does not subtract them from the gross debt in computing the net debt. The railways, however, debit their accounts with the accrued interest on these Government advances, all of which remains unpaid.

The debt due to the public includes debenture stock maturing and perpetual and bonds and mortgages of the constituent railways, but does not include the capital stock of the Grand Trunk Railway held by the Government, nor the cost of acquiring the same. Likewise it does not include the capital stock of the Canadian Northern system. The stock of the Grand Trunk Pacific is all held by the Canadian National system and is, therefore, not included either.

Table 17 has been compiled to reconcile the investments in and loans to the Canadian National Railways (including Canadian Government Railways) as shown