

## RAILWAYS.

## 13.—Cost of Construction, Working Expenses and Revenue of Government Railways, 1868-1915, and before Confederation.

Year.	Cost of construction.	Working Expenses. <sup>2</sup>	Revenue. <sup>2</sup>	Surplus (+) and deficit (—).
Before Confederation.....	\$13,881,461	\$ -	\$ -	\$ -
1868-70.....	2,495,350	1,192,718	1,347,021	+ 154,303
1871.....	2,946,930	442,993	565,714	+ 122,721
1872.....	5,620,570	595,076	622,901	+ 27,825
1873.....	5,763,269	1,011,893	703,458	— 308,435
1874.....	3,925,124	1,847,925	893,430	— 954,495
1875.....	5,018,423	1,581,934	886,087	— 695,847
1876.....	4,497,435	1,497,128	966,922	— 530,206
1877.....	3,209,502	1,890,269	1,285,110	— 605,159
1878.....	2,643,742	2,032,873	1,514,846	— 518,027
1879.....	2,567,054	2,233,496	1,419,956	— 813,540
1880.....	6,109,077	1,851,489	1,739,137	— 112,352
1881.....	5,577,237	2,220,421	2,200,486	— 19,935
1882.....	5,175,047	2,310,639	2,237,583	— 73,056
1883.....	11,707,619	2,636,552	2,541,205	— 95,347
1884.....	14,013,075	2,613,509	2,551,938	— 61,571
1885.....	11,224,245	2,749,711	2,624,243	— 125,468
1886.....	4,433,220	2,819,973	2,628,336	— 191,637
1887.....	1,846,887	3,152,650	2,840,748	— 311,902
1888.....	1,765,582	3,621,077	3,166,253	— 454,824
1889.....	2,709,857	3,513,064	3,167,543	— 345,521
1890.....	2,392,768	3,846,044	3,203,874	— 642,170
1891.....	1,184,317	3,949,264	3,181,889	— 767,375
1892.....	417,426	3,748,598	3,136,394	— 612,204
1893.....	712,917	3,288,630	3,262,506	— 26,124
1894.....	585,749	3,226,208	3,179,020	— 47,188
1895.....	376,815	3,197,846	3,129,450	— 68,396
1896.....	324,775	3,254,443	3,140,679	— 113,764
1897.....	204,624	3,195,960	3,060,074	— 135,886
1898.....	270,991	3,507,249	3,313,847	— 193,402
1899.....	1,112,348	3,696,612	3,940,570	+ 243,958
1900.....	3,309,130	4,665,228	4,774,162	+ 108,934
1901.....	3,922,989	5,739,052	5,213,381	— 525,671
1902.....	5,386,611	5,861,099	5,918,990	+ 57,891
1903.....	3,083,681	6,474,134	6,584,599	+ 110,465
1904.....	2,619,060	7,599,959	6,627,256	— 972,703
1905.....	6,125,482	8,906,154	7,050,892	— 1,855,262
1906.....	6,102,566	7,893,653	7,950,553	+ 56,900
1907 (9 mos.).....	7,174,370	6,328,746	6,509,186	+ 180,440
1908.....	23,684,005	9,595,295	9,534,569	— 60,726
1909.....	29,414,227	9,764,587	8,894,420	— 870,167
1910.....	21,505,976	9,095,904	9,647,964	+ 552,060
1911.....	24,532,466	10,037,879	10,249,394	+ 211,515
1912.....	23,108,806	11,074,853	11,034,166	+ 40,687
1913.....	17,375,968	12,499,926	12,442,203	— 57,723
1914.....	21,628,095	13,559,225	13,394,317	— 164,908
1915.....	21,865,095	12,474,454	12,149,357	— 325,097
<b>Total.....</b>	<b>345,502,537<sup>1</sup></b>	<b>218,296,392</b>	<b>206,426,629</b>	<b>—11,869,763</b>

<sup>1</sup> Less \$40,000 received from St. John City for the Carleton Branch Railway = \$345,462,537. <sup>2</sup> Includes Windsor Branch.