

REVENUE AND EXPENDITURE—CONSOLIDATED FUND—
INTERCOLONIAL RAILWAY.

Year.	Revenue.	Expenditure	Expenditure greater or less than revenue by
	\$ cts.	\$ cts.	\$ cts.
1890.....	2,928,080 92	3,481,472 97	+ 553,392 05
1895.....	2,940,717 95	2,950,300 91	+ 9,582 96
1900.....	4,552,071 86	4,431,404 69	-120,667 02
1901.....	4,972,235 87	5,460,422 64	+ 488,186 77
1902.....	5,671,383 91	5,574,563 30	- 96,820 61

Thus, on the Intercolonial Railway proper for the last year there was a surplus of \$96,820.

Mr. BORDEN (Halifax). Does the hon. gentleman include the Prince Edward Island Railway?

The MINISTER OF FINANCE. I said the Intercolonial Railway proper. But the Railway Department has to deal also with the Prince Edward Island Railway, which is commonly associated with the Intercolonial, but is a different road, with a different gauge and operated under different conditions, and under a distinct account. The Windsor branch is also owned by the government, but is leased to the Dominion Atlantic Railway Company on conditions under which the government keeps up the track and receives a certain part of the earnings; and that railway yielded a surplus for the year of \$33,228. But against

these two surpluses, on the Intercolonial and on the Windsor branch, there was a deficit on the Prince Edward Island Railway of \$72,150. So that taking the operations of these three railways together we find that there was a net surplus for the year of \$57,808.

RAILWAYS—CONSOLIDATED FUND—COLLECTION OF
REVENUE—INCLUDING INTERCOLONIAL RAILWAY;
PRINCE EDWARD ISLAND RAILWAY AND WINDSOR
BRANCH.

Year.	Revenue.	Expenditure.	Surplus.	Deficit.
	\$	\$	\$	\$
1896....	3,140,678	3,254,442		113,764
1897....	3,066,784	3,195,959		129,175
1-98....	3,313,847	3,508,648		194,801
1899....	3,945,817	3,696,612	249,205	
1900....	4,774,162	4,665,228	108,934	
1901....	5,213,381	5,739,051		525,670
1902....	5,918,997	5,861,099	57,898	

So far I have been dealing with the expenditures of the year 1901-2 on consolidated account, that is, the expenditures chargeable to income. There were, of course, other expenditures, chargeable to capital and special account, which have to be considered. The following is a comparative statement of our expenditures for 1901 and 1902, covering not only expenditure on consolidated fund account, but also all the items of capital and special expenditure, thus showing our total outlay for the two years:

TOTAL EXPENDITURES 1901-2 COMPARED WITH 1900-1.

Service.	1900-1.	1901-2.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Consolidated Fund.....	46,866,367 84	50,759,391 97	3,893,024 13	
Capital—				
Railways.....	3,914,010 50	5,102,838 99	1,188,828 49	
Canals.....	2,360,569 89	2,114,689 88		245,880 01
Public Works.....	1,066,983 39	2,190,125 09	1,123,141 70	
Dominion Lands.....	269,060 90	370,837 97	101,777 07	
Militia.....	135,884 79	299,697 43	163,812 64	
Canadian Pacific Railway.....	8,978 87	448 70		8,530 17
Total Capital.....	7,695,488 34	10,078,638 06	2,383,149 72	
Special—				
Railway Subsidies.....	2,512,328 86	2,093,939 00		418,389 86
South African Contingents and Halifax Garrison.....	908,631 42	247,741 45		660,889 97
*Bounties on Iron and Steel.....		791,089 38	791,089 38	
Total Special.....	3,421,010 28	3,132,769 83		288,240 45
Total Capital and Special.....	11,116,498 62	13,211,407 89	2,094,909 27	
Total Expenditure of all kinds.....	57,982,866 46	63,970,799 86	5,987,933 40	

* Previously paid out of Customs receipts.