420. The following table shows the total cost and the cost per mile of some of the principal railways in Canada. The cost of rolling stock is in most cases included:— Cost of principal roads in Canada.

Name of Railway.	Number of Miles.	Total Cost.	Cost per Mile.
		$	$
Canada Atlantic	128	3,318,480	25,926
Canada Southern	362	27,387,717	75,657
Canadian Pacific system	4,319	206,163,183	47,734
Central Ontario	104	1,480,780	14,238
Eastern Extension	80	1,928,040	24,100
Erie and Huron	72	838,922	11,652
Esquimault and Nanaimo	40	1,809,217	45,230
Grand Southern	83	844,000	10,169
Grand Trunk system	2,598	289,554,229	111,453
Hamilton and North-Western	176	5,255,363	29,860
*Intercolonial	898	44,172,743	49,190
International	82	1,313,442	16,018
Kingston and Pembroke	112	3,974,109	35,483
Manitoba and North-Western	130	1,932,833	14,868
New Brunswick system	415	10,650,269	25,663
Northern Railway of Canada	281	9,365,864	33,330
North-Western Coal and Navigation Co	109	676,953	6,211
Pontiac and Pacific Junction	41	585,645	14,284
Prince Edward Island	211	3,735,960	17,706
Quebec and Lake St. John	82	2,334,160	28,465
Quebec Central	154	6,526,340	42,379
Windsor and Annapolis	84	3,902,280	46,456

* Windsor Branch included.

421. The expenditure on the construction and equipment of the Grand Trunk system has, it will be seen, been very much in excess of that on any other road, the expenditure on the main line during its original construction having been exceptionally heavy. The North-Western Coal and Navigation Company's road, which connects the coal mines on the Belly River with Medicine Hat, and which has a gauge of 3 feet only, is the road that according to the above table has been built at the least expense, which is probably explained by the fact of its running through a level prairie country, and that no outlay was required for the purchase Expenditure on Grand Trunk and North-West Coal and Navigation Company.