

modation, and Brazil the smallest. There are no railways in Persia.

448. The railways owned by the Dominion Government are the Intercolonial, Windsor Branch, Eastern Extension and Prince Edward Island railways, with a total mileage in operation of 1,204 miles; and the following statement shows the financial position of each road on the 30th June, 1887:—

FINANCIAL POSITION OF GOVERNMENT RAILWAYS IN CANADA,
1886-87.

RAILWAYS.	Capital paid up	Earnings.	Expenses	Profit	Loss.	Percentage of Expenses to Earnings.
	\$	\$	\$	\$	\$	
Intercolonial.....	44,995,982	2,596,010	2,828,116	.....	232,106	108·9
Eastern Extension	1,284,496	64,107	94,254	.....	30,147	147·0
Windsor Branch.....	.....	25,327	26,042	.....	715	102·8
P. E. Island.....	3,741,781	155,303	204,237	.....	48,934	131·5
Total.....	50,022,259	2,840,747	3,152,649	.....	311,902	110·9

449. There was a very decided increase in excess of expenditure over earnings on Government railways during 1887, the percentage of expenses to earnings being 110·9 as compared with 107·2 in 1885, and the total excess being \$311,902 as compared with \$190,637. This excess was largely attributable to the severity of the snow storms, which entailed an unusually large expenditure, the amount directly spent on the Intercolonial for clearing snow being \$92,000, or more than double the average cost for the last 6 years, and also to a large amount spent on improvements on the same road which would ordinarily be placed to capital account. The traffic on the Eastern Extension was also seriously interfered with owing to the absence of the large

Government rail-
ways and
their finan-
cial
position.

Reasons
for excess
of expendi-
ture.