

**ACTUAL AND THEORETICAL COST OF PRINCIPAL RAILWAYS IN
CANADA, 1890.**

| NAME OF RAILWAY. | Number of Miles. | THEORETICAL COST. | | ACTUAL COST. | |
|----------------------------------|------------------------|-------------------|--------------|--------------|--------------|
| | | Total. | Per Mile. | Total. | Per Mile. |
| | | \$ | \$ | \$ | \$ |
| Alberta Railway and Coal Co.. | 109 | 1,815,220 | 16,653 | 1,134,240 | 10,406 |
| Canada Atlantic | 138 | 5,672,350 | 41,100 | 6,977,760 | 50,563 |
| Canada Southern..... | 379 | 46,510,410 | 122,720 | 28,172,498 | 74,334 |
| Canadian Pacific system..... | 5,085 | 155,729,860 | 30,630 | 257,107,537 | 50,562 |
| Central Ontario..... | 104 | 938,160 | 9,021 | 1,510,130 | 14,520 |
| Eastern Extension .. | 80 | 846,590 | 10,582 | 1,962,276 | 24,528 |
| Erie and Huron..... | 76 | 1,398,580 | 18,402 | 1,292,174 | 17,002 |
| Esquimalt and Nanaimo..... | 78 | 1,133,800 | 14,536 | 2,972,096 | 38,104 |
| Grand Trunk system..... | 3,122 | 183,006,070 | 58,620 | 311,039,764 | 99,628 |
| Intercolonial..... | 894 | 29,280,810 | 32,750 | 48,624,018 | 54,389 |
| Kingston and Pembroke..... | 113 | 1,687,950 | 14,937 | 4,064,311 | 35,967 |
| *Manitoba and North-Western. | 233 | 1,390,760 | 5,970 | 3,711,765 | 15,930 |
| New Brunswick system..... | 415 | 9,636,610 | 23,220 | 11,046,401 | 26,618 |
| Northern Pacific and Manitoba. | 263 | 1,603,320 | 6,096 | 5,072,536 | 19,287 |
| Pontiac and Pacific Junction.... | 59 | 368,310 | 6,242 | 1,108,130 | 18,782 |
| Prince Edward Island..... | 211 | 1,609,720 | 7,629 | 3,741,781 | 17,734 |
| Quebec Central..... | 154 | 2,656,570 | 17,250 | 8,627,882 | 56,025 |
| Quebec and Lake St. John..... | 191 | 1,533,610 | 8,029 | 10,139,522 | 53,086 |
| Shore Line..... | 82 | 303,600 | 3,702 | 520,000 | 6,341 |
| South-Eastern system | 260 | 5,895,300 | 22,674 | 8,230,854 | 31,657 |
| †Windsor and Annapolis | 116 | 2,718,620 | 23,436 | 3,947,003 | 34,026 |
| Total..... | 12,462 | 455,736,220 | 36,570 | 721,002,678 | 57,856 |

* Saskatchewan and Western included.

† Windsor Junction included.

Most ex-
pensive
and chea-
pest roads.

575. There are, it will be seen, only three railways in the above list, the actual cost of which has been less than the theoretical cost, and those are the Canada Southern, the Erie and Huron and Alberta Railway Companies. The expenditure on the construction and equipment of the Grand Trunk system has been heavier than on any other road, the original outlay on the main line having been very excessive, and the cost of construction of the Alberta Railway and Coal Company has been the lightest, owing probably to the line running through a level prairie country, and to no outlay having been required for the purchase of land. The gauge on this road, also, is only 3 feet.