

GOVERNMENT RAILWAYS.

Government railways.

570. The railways owned by the Dominion Government are the Intercolonial, Windsor Branch and Prince Edward Island railways, with a total mileage in operation of 1,397½ miles, as follows:—

	Miles.
† Intercolonial Railway.. .. .	1,154½
Windsor Branch Railway.....	32
Prince Edward Island Railway.....	211
	1,397½

Financial position of Government railways.

571. The following statement shows the financial position of each road on the 30th June, 1892:—

FINANCIAL POSITION OF GOVERNMENT RAILWAYS IN CANADA,
1892.

RAILWAYS.	Capital Paid Up.	Earnings.	Expenses.	Profits.	Loss.	Per-centage of Expenses to Earnings.
	\$	\$	\$	\$	\$	
Intercolonial.....	53,949,934	2,945,442	3,439,377	.....	493,935	116·8
*Windsor Branch.....	.....	33,509	19,514	.....	.....	58·2
P. E. Island.....	3,750,081	157,443	289,706	.....	132,263	184·0
Total.....	57,700,015	3,136,394	3,748,597	.....	612,203	119·5

Excess of expenses over earnings, and causes of same.

572. The expenses exceeded the receipts by \$612,203, being \$155,172 less than the excess of expenditure in 1891. The excess of expenses over receipts on Government lines is no doubt in part due to two causes, the first being that the Intercolonial Railway was built from national considerations, and for the advancement of public convenience, and depends largely upon through traffic, since it runs through districts sparsely settled, which will require considerable time for development; while it will probably be many years before the travel on the Prince Edward Island Railway, which was built for the convenience of the inhabitants of the island, will be sufficient to cover expenses; and the other being that, in the public interests, many things are done which, while advantageous to the public, are, to say the least, unremunerative to the Government,—as, for instance, the coal from the Nova Scotia mines is, with a

† Including Eastern Extension, Oxford and New Glasgow, and Cape Breton Railways.

* Maintained only.