The following table shows the total cost and cost per mile, both actual and theorectical of some of the principal railroads in Canada in 1893. Rolling stock is in most cases included in the cost :—

ACTUAL AND THEORETICAL COST OF PRINCIPAL RAILWAYS IN CANADA, 1893.

Railways.	Number of Miles.	Theoretical Cost.		Actual Cost.	
		Total.	Per Mile.	Total.	Per Mile.
		$	$	$	$
Alberta Railway and Coal Co..	174	1,759,940	10,115	4,691,046	26,960
Canada Atlantic..... ..	159	5,713,720	35,935	7,187,355	45,203
Canada Southern.....	379	48,966,360	129,199	35,128,159	92,686
Canadian Pacific system.....	5,785	207,953,050	35,947	297,797,111	51,477
Central Ontario.....	104	882,010	8,481	3,170,000	30,481
Erie and Huron.....	77	1,138,810	14,790	1,318,582	17,124
Esquimalt and Nanaimo. .	78	1,396,960	17,910	3,040,586	38,982
Grand Trunk system.....	3,168	178,650,520	56,392	334,073,611	105,453
‡Intercolonial.....	1,141	30,654,990	26,867	54,918,686	48,132
Kingston and Pembroke.	113	1,441,240	12,754	5,994,613	53,050
*Manitoba and North-western..	250	2,191,850	8,767	10,910,274	43,641
North Pacific and Manitoba...	264	2,636,310	9,986	7,542,250	28,569
Pontiac and Pacific Junction...	61	437,030	7,164	1,000,828	16,407
Prince Edward Island....	211	1,626,900	7,710	3,750,565	17,775
Quebec Central.	154	3,032,940	19,694	8,603,556	55,867
Quebec and Lake St. John.....	242	1,808,630	7,474	11,138,749	46,028
Shore Line..	82	316,010	3,854	1,317,000	16,061
South-eastern system.....	201	4,964,960	24,701	6,120,672	30,451
†Windsor and Annapolis.....	133	3,314,160	24,918	§4,359,225	43,161
Total.....	12,776	498,886,390	39,049	802,062,868	62,779

‡ Eastern Extension and Cape Breton included, but not P. E. Island Ry.
* Saskatchewan and Western included.
† Windsor Junction and Cornwallis Valley included.
§ Windsor Branch included with Intercolonial.

There is, it will be seen, only one railway in the above list the actual cost of which has been less than the theoretical cost, viz., the Canada Southern. The expenditure on the construction and equipment of the Grand Trunk system has been heavier than that on any other road, the original outlay on the main line having been very excessive, and the actual cost being very nearly double the theoretical cost. On the same basis of comparison, however, it would appear that the Quebec and Lake St. John Railway has been the most expensive to build, for while its theo-